
Jodhpur Railway.

COMPLIMENTARY

ANNUAL REPORT

1942-43

—
SECTION I.
—

Report by the Manager.

JODHPUR RAILWAY.

Jodhpur, dated 1st July, 1943.

FROM

H. G. RAWLINS, Esq.,

Acting Manager,

Jodhpur Railway,

Jodhpur.

TO

THE SECRETARY,

Railway Board,

Kennedy House,

Simla.

DEAR SIR,

I beg to submit herewith my Report for the Financial year 1942-43 on the General Administration and Financial Results of the Jodhpur Railway comprising the Jodhpur Railway (Jodhpur Section), Jodhpur-Hyderabad Railway (British Section) and Mirpurkhas-Khadro Railway.

Yours Faithfully,

H. G. RAWLINS,

Acting Manager,

Jodhpur Railway.

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ANNUAL REPORT.

CHAPTER I.

General Review.

1. The following statement brings into prominence the most important features of the operation of Jodhpur Railway during the year 1942-43 together with similar information for the year 1941-42.

PARTICULARS	Jodhpur Railway (Whole System).		Jodhpur Railway (Jodhpur Section).		Jodhpur-Hyderabad Railway (British Section).*	
	1941-42.	1942-43.	1941-42.	1942-43.	1941-42.	1942-43.
MILEAGE OPEN.—						
1. Single line	1,125.69	1,125.69	806.95	806.95	318.74	318.74
2. Double line						
3. Total Route Mileage ..	1,125.69	1,125.69	806.95	806.95	318.74	318.74
4. Total Track Mileage ..	1,315.44	1,314.88	929.84	928.60	385.60	386.28
CAPITAL AND REVENUE EARNINGS AND EXPENDITURE.—						
5. Total Capital Outlay including snspense on Open line	Rs. 6,21,68,604	Rs. 6,20,98,220	Rs. 4,91,34,066	Rs. 4,88,94,604	Rs. 1,30,32,538	Rs. 1,32,03,616
6. Gross earnings	1,70,69,584	1,89,32,605	1,15,08,753	1,27,35,524	55,60,831	61,97,081
7. Gross earnings per train mile. ..	6.91	9.45	7.33	9.08	6.19	10.30
8. Working Expenses	73,78,932	1,04,41,156	46,92,314	76,62,318	26,86,618	27,78,838
9. Working expenses per train mile.	2.99	5.21	2.99	5.46	2.99	4.62
10. Net earnings	96,90,652	84,91,449	68,16,439	-50,73,206	28,74,213	34,18,243
11. Percentage of total working expenses to gross earnings. ..	43.22	55.15	40.77	60.16	48.31	44.84
12. Percentage of net earnings on total Capital Outlay on Open line	15.59	13.67	13.87	10.38	22.05	25.89
EQUIPMENT.—	No.	No.	No.	No.	No.	No.
13. Locomotives	94	94	..	..	..	..
14. Passenger carriages	283	279	..	..	..	..
15. Other coaching vehicles	107	107	..	..	..	..
16. Goods stock	2,517	2,467	..	..	..	..
17. Motor inspection Trolleys	6	6	..	..	..	..
18. Rail Motor Car for inspection. ..	1	1	..	..	..	..
PASSENGER TRAFFIC.—						
19. Number of passengers carried ..	5,938,219	5,685,540	2,794,040	2,892,312	3,462,937	3,124,471
20. Passenger miles	Miles. 246,607,144	Miles. 280,853,753	Miles. 151,301,280	Miles. 176,119,821	Miles. 95,305,864	Miles. 104,733,932
21. Average journey	41.5	49.4	54.2	60.9	27.5	33.5
22. Earnings from passengers carried excluding refunds ..	Rs. 53,34,578	Rs. 61,97,146	Rs. 32,73,159	Rs. 38,85,952	Rs. 20,61,419	Rs. 23,11,194
23. Average rate charged per passenger per mile	Pies. 4.15	Pies. 4.24	Pies. 4.15	Pies. 4.24	Pies. 4.15	Pies. 4.24
24. Total Coaching earnings	Rs. 62,02,232	Rs. 74,14,996	Rs. 38,77,462	Rs. 47,34,009	Rs. 28,24,740	Rs. 26,80,987
GOODS TRAFFIC.—	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
25. Number of tons carried	1,492,454	1,490,009	1,195,702	1,253,073	786,186	674,066
26. Net ton miles	Miles. 266,300,243	Miles. 231,172,494	Miles. 191,675,520	Miles. 171,273,328	Miles. 64,624,723	Miles. 59,899,166
27. Average haul	172.0	155.1	160.3	136.7	82.2	88.9
28. Earnings from tonnage carried	Rs. 1,01,96,671	Rs. 1,05,67,309	Rs. 70,70,384	Rs. 72,55,733	Rs. 31,26,287	Rs. 33,11,576
29. Average rate charged for carrying a ton of goods one mile.	Pies. 7.64	Pies. 8.78	Pies. 7.08	Pies. 8.13	Pies. 9.29	Pies. 10.61
30. Total goods earnings	Rs. 1,02,20,456	Rs. 1,06,07,457	Rs. 70,84,013	Rs. 72,78,194	Rs. 31,36,443	Rs. 33,29,263
31. Miscellaneous earnings	Rs. 6,46,926	Rs. 9,10,152	Rs. 5,47,278	Rs. 7,23,321	Rs. 99,648	Rs. 1,86,831
32. Number of employees on 31st March	No. 8,429	No. 8,586	No. ..	No. ..	No. ..	No. ..
33. Number of stations on 31st March	175	175	121	121	54	54

* Including Mirpurkhas-Khadro Railway.

2. Local Advisory Committee.—There is no Local Advisory Committee on this Railway.

3. Air-Raid Precautions.—

Structural Precautions.—Recommendations made by Mr. Dudley G. Cutter, Labour Department A. R. P. Expert, have been carried out in the main.

Equipment and Training.—

(a) Power Pump Service (Fire Fighting Measures).—

Four Power Pumps have been received with approximately 2,000 ft. of delivery hose.

One Trailer Pump tender has been constructed and fully equipped with fire fighting equipment.

Three foam making branches for oil fire have been received (without foam).

Seventy-five per cent of Power Pump personnel have been trained

(b) Stirrup Pump Parties (Fire Prevention) —All Stirrup Pumps have been received and all personnel trained. Fire prevention measures suggested by Mr. Dudley G. Cutter, Labour Department, have been carried out.

(c) Fire Watcher Service.—Fully trained and equipped.

(d) Casualty Services.—

(1) First Aid Centre (Workshops).—A greater part of equipment has been received. 40% of personnel trained.

(2) First Aid Parties.—Fully equipped and trained.

(3) Ambulance Service.—Fully equipped and trained.

(e) Wardens Service.—Fully equipped and trained.

(f) Bomb Reconnaissance Service.—Fully equipped and 50% trained.

(g) Rescue Service —Fully equipped; 60% trained.

(h) Officers and Instructors trained at the Civil Defence Schools, Government of India.

(1) Bomb Reconnaissance Officer and Instructor.—One Officer and Instructor trained at A.R.P. School, Karachi and Civil Defence Specialist School, Lahore, respectively.

(2) Fire Officer and Instructor.—One Officer and Instructor trained at Municipal Fire Brigade Headquarters, Byculla, Bombay.

(3) Officer and Specialist Instructor, Rescue.—One Officer/Specialist Instructor trained and qualified at the Specialist Instructor's School, Lahore.

(4) A. R. P. Officer.—One trained and qualified at the Civil Defence College, Lahore.

(5) A. R. P. Officer Industrial.—One trained and qualified at the Civil Defence Industrial School, Calcutta.

(6) Class I. Instructors.—Two trained and qualified at the Civil Defence Instructors' School, Calcutta.

(7) Class III. Instructors (Local).—10 Class III have been trained.

(i) Take Cover Exercises.—

These exercises are held in the factory area weekly. A series of Post Area exercises have been conducted.

One combined Exercise has been held in collaboration with the Commandant Mhow (I) Area.

(j) Propaganda.—Ten thousand A. R. P. leaflets have been circulated in English and the Vernacular instructing Railway employees on the action to be taken before, during and after an Air Raid.

(k) Drastic curtailment has been made in the A. R. P. services in accordance with the orders received under Railway Board's No. A.R.P. 43 C. D./3 dated 22-5-43.

4. Railways and the War.

(A) *Traffic Department*.—Six men sent by Officer Commanding Training Group were trained for the job of Pointsmen and certified as fit.

(B) *Engineering Department*.—Out of 14 employees of this Department who joined military service during the year 1942-43, 11 men were enrolled for service in Railway Technical units.

(C) *Loco. Department*.

(1) Munitions.—

(a) 25 Pdr. streamlined shells.—

The following contracts have been undertaken by this Railway on behalf of the Defence Department for the manufacture of 25 Pdr. Streamlined Shells upto bottling stage.

A contract for roughing 5,000 shells externally upto bottling stage from finished cavity body forgings was commenced in November 1941 and closed after completing 2,060 shells during April 1942 due to non-supply of material.

5th contract for roughing 42,000 shells upto bottling stage was commenced in January 1942 and completed on 13th June 1942.

6th contract for roughing 46,250 shells upto bottling stage was commenced on 14th June 1942 and completed on 18th November 1942.

A further contract for roughing 50,000 shells upto bottling stage was taken in hand during November 1942 and is still in progress.

(b) *Wheel Barrows*.—There is a contract for making 2,000 Wheel Barrows. The work has been started.

(c) *Axes Pick Heads*.—The Railway undertook two contracts each of 12,000 Axes Pick Heads of $4\frac{1}{2}$ lbs. and $6\frac{1}{2}$ lbs. which were completed on 5-3-43 and 9-3-43 respectively. Another contract for 20,000 Axes Pick Heads $6\frac{1}{2}$ lbs., has been taken in hand and upto 31st March 1943, 3,339 Axes Pick Heads have been manufactured.

(d) *Bayonets*.—The Railway undertook the contract of manufacturing 20,000 bayonets. Upto 31st March 1943, 17,328 bayonets were manufactured.

(e) *R. A. F. Work*.—We are also doing the following type of work for R. A. F. on orders received from (i) Public Works Department, Jodhpur, (ii) Officer Commanding R. A. F. Jodhpur, (iii) The Commanding Officer, Drigh Road, Karachi.

(i) Manufacture of various types of doors, windows, ventilators, clerestory gates, fly wire doors etc. some with Chowkhets and others without chowkhets for aerodromes.

(ii) Manufacture of office trays, portable wind tee, air craft chocks, notice boards, and

(iii) Manufacture of Nut Exhaust Pipe flange, Nut mechanical Techometer drive, Eyebolts for flaps, Trollies Bomb, kits tool flight and Air Cleaners.

The work in most cases has been taken in hand and is in progress.

(f) *Technical Training Scheme*.—

The Technical Training Scheme was commenced from 1-7-41 in Jodhpur Railway, Workshops. Originally this Centre was treated as a Civil Centre, but from 12th May, 1942 it was converted into a Civmil Centre to train the trainees suitable for Army Centre. At present 213 trainees are under training.

A British instructor who was posted in this Centre from 2-1-42 was transferred to Calcutta Engineering College, Ballygunge, on 16-11-42. The British Instructor was replaced by Mr. J.K. Benjamin who was previously working as a Wagon Shop Foreman.

The following number of trainees were trained and transferred to Army Centre, or Ordnance Factory during the year under review.

Blacksmiths	8	} Army Centre.
Carpenters	10	
Fitters	12	
T & C Smiths	1	
Welders	7	
Fitters	3	To Ordnance Factories.
Turners	1	To Civil Industry.

(2) Despatch of Spare parts for Locomotives and Wagons.—In addition to spare parts mentioned in the last report, certain spare parts were manufactured and were sent for despatch to overseas.

(3) Despatch of Wagons.—In addition to the wagons which were reported in the last report, 64 wagons along with the spare parts for 1 year working was despatched to Port Officer Okha for despatch to Overseas, out of which 10 wagons have been returned.

(4) Despatch of one Rail Car.—His Highness the Maharaja Sahib Bahadur of Jodhpur's Rail Car was despatched in April 1942.

5. Acquisition of Company Railways by State.—Purchase of Mirpurkhas-Khadro Railway. This Railway, a metre gauge line, 49½ miles in length, was owned by the Sind Light Railway Co. Ltd., Government had the option to purchase the line and terminate the contract with the company on the 31st December 1942. The purchase, which was financially justified, was effected on that date at a cost of Rs. 11,92,947-11-0.

CHAPTER II.

Financial Results.

6. Capital invested and return thereon.—The statement below exhibits Capital invested, return on Capital Outlay, Gross Earnings, Net earnings and Operating Ratio of the Railways comprising the whole system at the close of the year 1942-43 with similar figures for the previous year.

Railways.	Years.	Total capital outlay including construction and suspense	Total capital outlay on open line including suspense.	Return on capital outlay given in column 3	Gross Earnings.	Net Earnings.	Operating Ratio.
1	2	3	4	5	6	7	8
		Rs.	Rs.	%	Rs.	Rs.	%
Jodhpur Railway (Whole System).	1941-42	6,41,81,381	6,21,66,601	15.03	1,70,69,584	96,00,652	43.22
	1942-43	6,44,15,065	6,20,08,220	15.18	1,59,32,005	84,91,449	55.15
Jodhpur Railway (Jodhpur Section)	1941-42	5,91,51,345	4,91,34,056	15.52	1,15,08,753	68,16,439	40.77
	1942-43	4,99,11,845	4,58,94,601	10.16	1,27,35,524	50,73,206	60.16
Jodhpur-Hyderabad Railway (Rail Section line).	1941-42	1,43,21,050	1,20,32,535	20.05	55,60,831	28,74,213	48.31
Old Mirpurkhas-Khadro Railway.	1942-43	1,45,94,117	1,32,03,616	23.57	61,97,051	31,18,243	44.84

7. Gross earnings.—An analysis of the Gross earnings for the last two years is given below:—

Heads.	Jodhpur Railway (Whole System).			Jodhpur Railway (Jodhpur Section).			Jodhpur-Hyderabad Railway (British Section) including Mirpurkhas-Khadro Railway.		
	1941-42.	1942-43.	Difference.	1941-42.	1942-43.	Difference.	1941-42.	1942-43.	Difference.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Passenger earnings ..	53,34,578	61,97,146	+8,62,568	32,73,159	38,65,952	+6,12,793	20,61,419	23,11,194	+2,49,775
Other Coaching earnings ..	8,61,624	12,17,850	+3,50,226	6,04,303	8,48,057	+2,43,754	2,63,321	3,69,793	+1,06,472
Goods earnings from tonnage carried ..	1,01,96,671	1,05,67,309	+3,70,638	70,70,384	72,55,733	+1,85,349	31,26,267	33,11,576	+1,85,289
Other Goods earnings ..	23,785	40,148	+16,363	13,629	22,461	+8,832	10,156	17,687	+7,531
Sundry earnings ..	6,46,926	9,10,152	+2,63,226	5,47,278	7,23,321	+1,76,043	99,648	1,86,831	+87,183
TOTAL ..	1,70,69,584	1,89,32,605	+18,63,021	1,15,08,753	1,27,35,524	+12,26,771	55,60,831	61,97,081	+6,36,250

8. Passenger traffic earnings.—During the year under review passenger traffic earnings of the Railways amounted to Rs. 61,97,146/- in the year under review as compared with Rs. 53,34,578/- in the previous year resulting in an increase of Rs. 8,62,568/-.

Railways.	Clas.	NUMBER.			EARNINGS.		
		1941-42.	1942-43.	Di- ference.	1941-42.	1942-43.	Di- ference.
		No.	No.	No.	Rs.	Rs.	Rs.
Jodhpur Railway (Whole System).	1st	6,832	10,848	+3,816	1,22,710	2,04,071	+81,351
	2nd	41,829	63,574	+21,745	3,24,706	5,01,406	+1,76,700
	Inter.	209,207	3,27,650	+118,443	2,37,404	3,64,106	+1,26,702
	3rd	5,680,351	5,283,068	-396,083	46,49,748	51,27,563	+4,77,815
Jodhpur Railway (Jodhpur Section)	1st	5,899	8,964	+3,065	87,907	1,42,031	+54,124
	2nd	27,762	40,568	+12,806	2,18,521	3,28,284	+1,09,763
	Inter.	48,084	67,237	+19,153	95,097	1,36,946	+41,849
	3rd	2,712,295	2,776,543	+63,248	28,71,634	32,78,691	+4,07,057
Jodhpur-Hyderabad Railway (British Section) including Mirpurkhas-Khadro Railway.	1st	3,993	7,401	+3,408	34,813	62,040	+27,227
	2nd	27,273	49,473	+22,200	1,06,185	1,73,122	+66,937
	Inter.	167,958	270,052	+102,094	1,42,307	2,27,160	+84,853
	3rd	3,263,713	2,797,545	-466,168	17,78,114	18,48,872	+70,758

The all round increase in the passenger traffic earnings of all classes is due to improvement in longer lead passenger traffic including the movement of military officers and British other Ranks during the period under review.

Increase in earnings inspite of fall in the number of 3rd class passengers on Jodhpur-Hyderabad Railway (British section) is due to longer lead traffic this year on account of the cancellation of Omnibus service and withdrawal of all kinds of concessions due to war.

9. Goods traffic earnings.—The total goods earnings of the several railways amounted to Rs. 1,05,67,309/- as compared with Rs. 1,01,96,671/- in the previous year. The increase, therefore, amounts to Rs. 3,70,638/-.

10. The tonnage carried in the year under review is 1,490,009 tons against 1,492,454 tons in the previous year, resulting in a decrease of 2,445 tons.

11. The following table shows tons carried and earnings derived therefrom for the railways comprising the system.

Railways.	Tons Carried.			Earnings.		
	1941-42.	1942-43.	Di- ference.	1941-42.	1942-43.	Di- ference.
	Tons.	Tons.	Tons.	Rs.	Rs.	Rs.
Jodhpur Railway (whole system) ..	1,492,454	1,490,009	-2,445	1,01,96,671	1,05,67,309	+3,70,638
Jodhpur Railway (Jodhpur Section).	1,195,702	1,253,073	+57,371	70,70,384	72,55,733	+1,85,349
Jodhpur-Hyderabad Railway (British Section) including Mirpurkhas Khadro Railway ..	786,180	674,000	-112,120	31,26,287	33,11,576	+1,85,289

12. The table below gives the tonnage hauled and the earnings together with similar figures for the year 1941-42.

The explanations for increases and decreases are given for the

Commodities.		Jodhpur Railway (Jodhpur Section).			Jodhpur-Hyderabad Railway (British Section) including Mirpurkhas- Khadro Railway.		
		1941-42.	1942-43.	Increase + Decrease—	1941-42.	1942-43.	Increase + Decrease—
1. Coal and Coke and patent Fuel.	Tons. Rs.	27 51	15 17	— 12 — 34	5 6	2 2	— 3 — 4
2. Oil fuel	Tons. Rs.	5 1,02	3 47	— 2 — 55	6 47	4 26	— 2 — 21
3. Firewood and other fuel.	Tons. Rs.	11 23	17 44	+ 6 + 16	11 29	10 21	— 1 — 8
4. Rice in the husk ..	Tons. Rs.	.. 1	.. ..	.. 1	1 5	1 4	.. .. — 1
5. Rice not in the husk ..	Tons. Rs.	14 1,41	9 80	— 5 — 61	25 1,32	17 89	— 8 — 43
6. Gram and Pulse ..	Tons. Rs.	34 2,11	21 1,49	— 13 — 62	11 39	9 34	— 2 — 5
7. Wheat	Tons. Rs.	91 4,79	1,29 7,39	+ 38 + 2,60	112 4,17	151 4,78	+ 39 + 61
8. Jawar and Bajra ..	Tons. Rs.	21 2,03	18 1,45	— 3 — 58	11 45	7 31	— 4 — 14
9. Other Grains ..	Tons. Rs.	26 1,47	12 88	— 14 — 59	4 17	4 28	.. .. + 11
10. Marble and Stone ..	Tons. Rs.	1,45 5,17	120 4,72	— 25 — 45	7 18	2 8	— 5 — 10
11. Salt	Tons. Rs.	70 3,67	61 2,88	— 9 — 79	18 37	8 25	— 10 — 12
12. Sugar refined and unre- fined	Tons. Rs.	35 2,96	16 1,59	— 19 — 1,37	32 1,09	11 43	— 21 — 66
13. Wood unwrought ..	Tons. Rs.	6 30	5 29	— 1 — 1	3 14	2 10	— 1 — 4
14. Metallic Ores ..	Tons. Rs.	.. 1	.. 1	.. ..	.. ..	.. ..	.. ..
15. Oil Seeds	Tons. Rs.	86 7,93	61 5,27	— 25 — 2,66	111 3,56	83 3,11	— 28 — 45
16. Cotton Raw, Pressed ..	Tons. Rs.	64 7,39	58 7,04	— 6 — 35	70 4,09	73 4,45	+ 3 + 36
17. Petrol in bulk ..	Tons. Rs.	4 1,26	3 65	— 1 — 61	4 60	2 31	— 2 — 29
18. Kerosene oil in bulk ..	Tons. Rs.	1 22	.. 6	— 1 — 16	1 9	.. 2	— 1 — 7
19. Cement	Tons. Rs.	4 31	6 44	+ 2 + 13	5 24	4 19	— 1 — 5
20. Cotton Raw, Unpressed.	Tons. Rs.	1 6	1 9	.. .. + 8	32 1,85	39 2,61	+ 7 + 76
21. Cotton Manufactured ..	Tons. Rs.	16 2,38	22 4,03	+ 6 + 1,65	10 1,19	16 2,11	+ 6 + 92
22. Fodder	Tons. Rs.	13 66	13 85	.. .. + 19	9 27	12 39	+ 3 + 12
23. Fruits and vegetables, fresh.	Tons. Rs.	12 89	13 1,12	+ 1 + 23	18 50	15 57	— 3 + 7
24. Gur, Jagree, Molasses, (not in bulk) ..	Tons. Rs.	15 1,50	14 1,49	— 1 — 1	4 17	5 27	+ 1 + 10
25. Jute Raw	Tons. Rs.	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
26. Jute Manufactured ..	Tons. Rs.	8 67	8 95	.. .. + 28	11 45	12 63	+ 1 + 18
27. Iron and Steel ..	Tons. Rs.	8 1,15	11 1,60	+ 3 + 45	8 59	10 71	+ 2 + 12
28. Kerosene Oil in tins ..	Tons. Rs.	7 1,46	4 76	— 3 — 70	9 63	4 33	— 5 — 35
29. Petrol in tins ..	Tons. Rs.	1 16	1 18	.. .. + 2	1 11	1 10	.. .. — 1
30. Tobacco	Tons. Rs.	5 68	5 81	.. .. + 18	3 31	3 35	.. .. + 4
31. Provisions	Tons. Rs.	14 1,52	17 2,22	+ 3 + 60	12 97	11 88	+ 1 + 9
32. Vegetable oils ..	Tons. Rs.	3 43	3 35	.. .. — 8	6 34	4 27	— 1 — 7
33. Other commodities ..	Tons. Rs.	102 9,45	101 13,18	— 1 + 3,73	61 3,97	46 5,59	— 15 + 1,62
34. Military Stores ..	Tons. Rs.	46 3,50	3,74 6,56	+ 328 + 3,06	43 1,51	61 1,53	+ 21 + 32
35. Live stock	Tons. Rs.	2 24	1 25	— 1 + 4	.. ..	1 10	+ 1 + 6
36. Railway Materials for Foreign Railways and Home Line Construction	Tons. Rs.	22 19	14 17	— 8 — 2	4 6	7 5	+ 7 — 1
37. Fuel on Revenue account.	Tons. Rs.	73 1,74	69 1,45	— 4 — 26	25 22	23 15	— 2 — 7
38. General Stores and Mate- rials on Revenue account.	Tons. Rs.	2,04 1,10	23 36	— 179 — 74	94 30	11 11	— 83 — 19
Total	Tons. Rs.	1,193 70,71	1,233 72,55	+ 57 + 1,84	756 31,29	674 33,12	— 112 + 1,86

thereof from principal commodities during the year under review
whole system. (Figures in thousands.)

Jodhpur Railway (whole System).			Reasons for increases or decreases in freight.	
1941-42.	1942-43.	Increase + Decrease -		
28	16	- 12	Falling off in inward traffic from via Kuchaman Road.	
57	19	- 38	Decline in inward traffic from via Hyderabad (Sind) and Cross traffic from via Hyderabad (Sind) to vias Kuchaman Road, Chilo Jn. and Sujangarh.	
7	4	- 3	Improved local traffic and inward traffic from via Marwar Jn.	
1,49	73	- 76	Trivial.	
22	26	+ 4	Decline in inward traffic from via Hyderabad (Sind) and Cross traffic from via Hyderabad (Sind) to vias Marwar Jn. and Phulad.	
57	65	+ 8	Decline in outward traffic via Hyderabad (Sind), inward traffic from via Chilo Jn., Sujangarh and Nawabshah and Cross traffic from via Kuchaman Road to via Hyderabad (Sind), from via Chilo Jn. to vias Marwar Jn. and Hyderabad (Sind) and from via Sujangarh to via Marwar Jn.	
1	1	..	Rise in local traffic, outward traffic via Marwar Jn. and Cross traffic from vias Nawabshah and Hyderabad (Sind) to via Marwar Jn.	
6	4	- 2	Falling off in local traffic, inward traffic from vias Kuchaman Road, Hyderabad (Sind) and Nawabshah, and Cross traffic from via Kuchaman Road to via Chilo Jn.	
26	19	- 7	Decline in local traffic, inward traffic from via Chilo Jn. and Cross traffic from via Chilo Jn. to vias Marwar Jn. and Hyderabad (Sind).	
2,73	1,69	- 1,04	Less outward traffic in all directions.	
36	22	- 14	Less Cross traffic from via Hyderabad (Sind) to via Kuchaman Road.	
2,50	1,83	- 67	Less Cross traffic from via Kuchaman Road to via Hyderabad (Sind).	
151	172	+ 21	Less inward traffic from via Marwar Jn.	
8,98	12,17	+ 3,21	Nil.	
28	23	- 5	Decline in local traffic and outward traffic from vias Kuchaman Road, Marwar Jn., Chilo Jn. and Sujangarh.	
2,48	1,76	- 72	Trivial.	
27	14	- 13	Decline in Cross traffic from via Hyderabad (Sind) to vias Kuchaman Road, Marwar Jn., Chilo Jn. and Phulad.	
1,64	1,16	- 48	Decline in inward traffic from via Hyderabad (Sind) and Cross traffic from via Hyderabad (Sind) to vias Kuchaman Road, Chilo Jn. and Sujangarh.	
1,46	1,20	- 26	Rise in local traffic and inward traffic from via Hyderabad (Sind).	
5,35	4,80	- 55	Greater movement of local traffic.	
72	64	- 8	Rise in local traffic, inward traffic from vias Marwar Jn. and Phulad Cross traffic from vias Kuchaman Road, Marwar Jn. and Phulad to via Hyderabad (Sind) and from via Marwar Jn. to via Nawabshah.	
4,04	3,13	- 91	Rise in outward traffic via Kuchaman Road, inward traffic from vias Marwar Jn. and Phulad and Cross traffic from via Kuchaman Road to via Hyderabad (Sind).	
42	10	- 32	Rise in inward traffic from vias Kuchaman Road, Marwar Jn. and Chilo Jn. and Cross traffic from vias Kuchaman Road and Marwar Jn. to via Hyderabad (Sind).	
4,05	2,02	- 2,03	Greater local traffic and inward traffic from via Kuchaman Road.	
8	7	- 1	Nil.	
44	30	- 14	More outward traffic via Marwar Jn., inward traffic from vias Kuchaman Road and Hyderabad (Sind) and Cross traffic from via Kuchaman Road to via Hyderabad (Sind).	
..	..	..	More Cross traffic from vias Kuchaman Road and Marwar Jn. to via Hyderabad (Sind) and from via Hyderabad (Sind) to via Marwar Jn.	
1	1	..	Please see explanation under Kerosene oil in bulk.	
120	97	- 23	Trivial.	
11,49	8,38	- 3,11	Trivial.	
76	78	+ 2	Trivial.	
11,48	11,49	+ 1	Trivial.	
4	3	- 1	Trivial.	
1,86	96	- 90	Trivial.	
1	..	- 1	Trivial.	
31	8	- 23	Trivial.	
7	7	..	Trivial.	
55	63	+ 8	Trivial.	
32	40	+ 8	Trivial.	
1,91	2,70	+ 79	Trivial.	
18	24	+ 6	Trivial.	
3,57	6,14	+ 2,57	Trivial.	
15	16	+ 1	Trivial.	
93	1,24	+ 31	Trivial.	
24	21	- 3	Trivial.	
1,39	1,69	+ 30	Trivial.	
19	18	- 1	Trivial.	
1,67	1,76	+ 9	Trivial.	
..	..	..	Trivial.	
13	14	+ 1	Trivial.	
1,12	1,58	+ 46	Trivial.	
12	13	+ 1	Trivial.	
1,74	2,31	+ 57	Trivial.	
9	5	- 4	Trivial.	
2,14	1,09	- 1,05	Trivial.	
1	1	..	Trivial.	
27	28	+ 1	Trivial.	
5	7	+ 2	Trivial.	
97	1,19	+ 22	Trivial.	
20	21	+ 1	Trivial.	
2,59	3,10	+ 51	Trivial.	
6	5	- 1	Trivial.	
77	62	- 15	Trivial.	
124	114	- 10	Trivial.	
13,42	18,77	+ 5,35	Trivial.	
46	375	+ 329	Trivial.	
5,01	8,39	+ 3,38	Trivial.	
2	1	- 1	Trivial.	
28	38	+ 10	Trivial.	
33	18	- 15	Trivial.	
25	22	- 3	Trivial.	
74	70	- 4	Trivial.	
1,96	1,63	- 33	Trivial.	
239	35	- 204	Trivial.	
1,40	47	- 93	Trivial.	
1,493	1,490	- 3	Trivial.	
1,01,97	1,05,67	+ 3,70	Trivial.	

13. Analysis of working expenses.—The total working expenses of all the railways comprising the system were, Rs.1,04,41,155/- in the year under review against Rs. 73,78,932/- in the previous year.

14. The following tables give an analysis of the working expenses by Departments:—

Total Working Expenses.

Departments.	Works.	1941-42.			1942-43.			DIFFERENCE.	
		Jodhpur Railway (whole System)	Jodhpur Railway (Jodhpur Sec.)	Jodhpur Hyderabad Ry. (British Section) *	Jodhpur Railway (Whole System).	Jodhpur Railway (Jodhpur Sec.)	Jodhpur Hyderabad Ry. (British Section) *	Increase.	Decrease.
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Engineering.	Maintenance of way and works.	12,66,513	8,72,050	4,14,463	12,44,700	8,47,896	3,96,804	..	41,813
Locomotive	Maintenance and Renewal of engines, cost of the fuel and other expenses attributable to motive power.	25,89,888	17,31,398	8,58,490	25,88,961	17,69,607	8,19,154	..	927
Carriage and wagon	Maintenance and Renewal of Carriage and Wagon stock.	4,79,507	3,20,191	1,59,316	9,65,215	7,30,594	2,24,621	4,75,708	..
Traffic ..	Commercial and Transportation.	11,55,874	7,71,047	3,84,827	13,76,273	9,15,010	4,61,263	2,20,399	..
Agency and others.	Management, Audit, Medical, Stores and Police	4,91,260	3,19,867	1,71,393	5,58,723	3,64,753	1,93,970	67,463	..
Miscellaneous.	Law charges, compensation, contribution to Provident Fund, etc.	8,15,263	3,02,865	5,12,398	8,20,650	3,13,644	5,07,106	5,387	..
Electrical service.	Expenses ..	2,60,674	1,72,008	88,666	2,79,818	1,83,802	96,016	19,144	..
	Total ordinary expenses.	70,78,979	44,69,426	25,89,553	78,24,340	51,25,406	20,98,934	7,45,361	..
	Replacement and Renewals.	2,99,953	2,02,889	97,055	26,10,815	25,36,911	79,904	23,16,862	..
	Grand Total ..	73,78,932	46,92,314	26,86,618	1,04,41,155	76,62,317	27,78,838	30,62,223	..

* Including the Mirpurkhas-Khadro Railway.

Joint Working Expenses.

Departments.	Works.	1941-1942.			1942-43.		
		Jodhpur Railway (Whole System).	Jodhpur Railway (Jodhpur Sec.)	Jodhpur Hyderabad Ry. (British Section) *	Jodhpur Railway (Whole System).	Jodhpur Railway (Jodhpur Sec.)	Jodhpur Hyderabad Ry. (British Section) *
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Engineering ..	Maintenance of way and works.	1,61,392	1,07,681	53,711	1,61,355	1,07,559	53,796
Locomotive ..	Maintenance and Renewal of engines, cost of the fuel and other expenses attributable to motive power.	25,30,645	16,88,446	8,42,199	24,02,222	16,01,321	8,00,901
Carriage and Wagon	Maintenance and Renewal of Carriage and Wagon Stock.	4,75,318	3,17,132	1,58,186	6,63,106	4,42,026	2,21,080
Traffic ..	Commercial and Transportation.	11,56,331	7,71,504	3,84,827	13,73,337	9,15,467	4,57,870
Agency and others.	Management, Audit, Medical, Stores and Police.	4,81,909	3,21,530	1,60,379	5,47,184	3,64,753	1,82,431
Miscellaneous ..	Law charges, Compensation, contribution to Provident Fund, etc.	4,50,906	3,00,844	1,50,082	4,67,334	3,11,525	1,55,809
Electrical service..	Expenses ..	1,40,859	93,981	46,875	1,59,102	1,06,057	53,045
	Total ordinary expenses.	53,97,360	36,01,118	17,96,242	57,73,640	38,48,708	19,24,932
	Replacement and Renewals	..	..	..	1,390	926	464
	Grand Total ..	53,97,360	36,01,118	17,96,242	57,75,030	38,49,634	19,25,396

* Including the Mirpurkhas-Khadro Railway.

Direct Working Expenses.

Departments.	Works.	1941-42.			1942-43.		
		Jodhpur Railway (Whole System).	Jodhpur Railway (Jodhpur Sec.)	Jodhpur Hyderabad Ry. (British Section) *	Jodhpur Railway (Whole System).	Jodhpur Railway (Jodhpur Sec.)	Jodhpur Hyderabad Ry. (British Section) *
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Engineering ..	Maintenance of way and works.	11,25,121	7,64,369	3,60,752	10,83,345	7,40,337	3,43,008
Locomotive ..	Maintenance and Renewal of engines, cost of the fuel and other expenses attributable to motive power.	59,243	42,952	16,291	1,86,739	1,68,486	18,253
Carriage and Wagon	Maintenance and Renewal of Carriage and Wagon Stock.	4,189	3,059	1,130	2,92,109	2,88,568	3,541
Traffic ..	Commercial and Transportation.	—457	—457	..	2,936	—457	3,393
Agency and others.	Management, Audit, Medical, Stores and Police.	9,351	—1,663	11,014	11,539	..	11,539
Miscellaneous ..	Law charges, Compensation, contribution to Provident Fund, etc.	3,64,357	2,021	3,62,336	3,53,316	2,019	3,51,297
Electrical service..	Expenses ..	1,19,815	78,027	41,788	1,20,716	77,745	42,971
	Total ordinary expenses.	16,81,619	8,98,308	7,93,311	20,50,700	12,76,698	7,74,002
	Replacement & Renewals.	2,99,953	2,02,888	97,065	26,15,425	25,35,985	79,440
	Grand Total ..	19,81,572	10,91,196	8,90,376	46,66,125	38,12,683	8,53,442

* Including the Mirpurkhas-Khadro Railway.

Engineering.—The decrease of Rs. 41,813/- under this head is as shown below:—

	Rs.
(a) General Administration	17,707
(b) Ordinary Repairs & Maintenance.	
(1) Jodhpur Railway (Jodhpur Section) ..	—36,659
(2) Jodhpur-Hyderabad Railway (British Section)	—22,861

(a) *General Administration*.—The increase is due to:—

Enhanced rate of Dearness allowance, one week's bonus allowed to all loyal staff during workshop strike, higher rates for Forms and Stationery and petty excesses under several heads.

(b) (1) *Ordinary Repairs & Maintenance*.—Jodhpur Railway (Jodhpur section).
Savings.

More special repairs to staff quarters in 1941-42, breaches on J.R. in 1941-42, reopening of certain X-ing stations in 1941-42. Expenditure in connection with repairs and additional protective works to Jawai Bund on Samdari-Raniwara Branch having been incurred in the last year and more credit on account of sale of bearing plates to S. I. Ry. at higher rates than book rates.

Excesses.—Expenditure in connection with diversion at Sukri River Bridge, petty jobs under Revenue for addition and alterations to Jodhpur Station building, more expenditure in connection with 'Grow more food' campaign and to more new minor works having been carried out during the year 1942-43 than in the corresponding period of 1941-42 and supply of additional furniture for an officer's bungalow in 1942-43.

(b) (2.) *Ordinary Repairs & Maintenance*.—Jodhpur-Hyderabad Railway (British Section).
Savings.

Due to the following works special repairs etc. carried out during 1941-42 not having been under-taken during the year under review.—

- (1) Casual renewal of ballast.
- (2) Adjustment in connection with Regirdoring of Fuleli Bridge and lowering the track.
- (3) Special repairs to existing waiting rooms and spreading MP earth on certain station platforms.
- (4) Permanent and temporary gangs kept under strength during a number of months in 1942-43 owing to shortage of labour.

Excesses.

- (1) Enhanced rate of Dearness allowance and grant of 7 day's Bonus to loyal staff during workshop strike.
- (2) Increase in the limit of new minor works from Rs. 2,000/- to Rs. 10,000/- and consequent transfer of certain works from Capital to Revenue in 1942-1943.

Locomotives.—The decrease of Rs. 927/- under this head is made up as shown below:—

	Rs.
(a) General Administration	6,586
(b) Ordinary Repairs & Maintenance ..	1,24,412
(c) Operating Expenses	—1,31,925

(a) *General Administration*.—The increase is mainly due to enhanced rate of Dearness allowance and grant of 7 days' bonus to loyal staff during workshop strike.

(b) *Ordinary Repairs and Maintenance.*—The increase of Rs. 1,24,412/- is due to:—

Enhanced rate of Dearness allowance and rise in the cost of materials, adjustment of charges in connection with the overhaul of the Locomotives sent overseas. Replacement of 3 F class boilers in 1942-43 against nil in 1941-42. Adjustment carried out in connection with the write back of the Capital cost of 11 Locomotives sent overseas.

A sum of Rs. 1,21,000/- has been debited to Working expenses under this head in the Indian State Section by credit to Reconstruction Fund to meet the increased replacement cost of Locomotives sent overseas when they are actually replaced.

(c) *Operating Expenses.*—The decrease of Rs. 1,31,925/- is due to:—
Savings.

Less consumption of coal on account of less engine miles run, less quantity of coal having been received due to shortage of wagons and decision not to debit, as in previous years, haulage charges of running water tanks to this head.

Excesses.

Payment of 7 days' pay as Bonus to loyal staff during workshop strike and enhanced rate of Dearness allowance to staff, greater use being made of Castor oil instead of Axle oil which is not available and also due to increase in the rate of oils etc., less credits having been received on account of Joint shunting at Marwar Junction and larger debits to Stock Adjustment Account.

Carriage and Wagons.—The increase of Rs. 4,75,708/- is made up as shown below:—

			Rs.
(a) General Administration	..	..	15,598
(b) Ordinary Repairs & Maintenance	..	..	4,41,756
(c) Operating Expenses	..	..	18,354

(a) *General Administration.*—The increase of Rs. 15,598/- is due to:—

Excesses.—Wagon Shop Foreman being on 8 months' furlough leave with pay during the year under review, the pay of officiating incumbent having been charged to this head, rise in the scale of Dearness allowance paid to staff and also payment of 7 days' bonus to staff, rise in the cost of material.

(b) *Ordinary Repairs & Maintenance:*—The increase of Rs. 4,41,756/- is due to:—

Excesses.—Enhanced rate of Dearness allowance, repairs carried out to the wagons sent overseas, more spare parts of Machinery and Tools (Specially Pn Grinders complete) having been purchased on account of working double shift, condemning T 1021, FSNT 230, ELR/E 2063 and ERD 2213 against nil last year. Write back of the Capital cost of 375 wagons sent overseas in 1941-42 against 54 wagons only during the year under review.

A sum of Rs. 2,79,000/- has been debited to working expenses under this head in the Indian State Section by credit to Reconstruction Fund to meet the increased replacement cost of wagons sent overseas when they are actually replaced.

Savings.—Heavier repairs to other Coaching vehicles in 1941-42, heavier credits received from foreign Railways in connection with our stock damaged at theirs, less new minor works undertaken, credit received for A. V. B. released from wagons, adjustment of difference in present day value of re-building carriages in 1941-42 against nil in 1942-43.

(c) *Operating Expenses*:—The increase of Rs. 18,354/ is due to:—

Enhanced rate of Dearness allowance, grant of one week's bonus to loyal staff during workshop strike and larger debits on account of Stock adjustment account.

Traffic:—The increase of Rs. 2,20,399/- is made up as follows:—

(a) General administration	..	Rs.	8,452
(b) Ordinary Repairs & Maintenance	..	Rs.	—6,745
(c) Operating Expenses	..	Rs.	2,18,692

(a) *General administration*:—The increase of Rs. 8,452/- is due to:—

Excesses:—Appointment of extra staff, grant of 7 days' bonus to loyal staff during workshop strike and annual increment, enhanced rate of Dearness allowance, advertisement charges having been debited to this head during the year under review instead of to Abstract G in 1941-42, overseas pay of an officer having been charged against nil in 1941-42.

Savings:—Traffic officer being on leave on $\frac{1}{2}$ average pay for full year against 3 months in 1941-42, transfer of an officer from Traffic to Management and overseas allowance of an officer having not been accounted for 3 months in the year under review.

(b) *Ordinary Repairs & Maintenance*.—The decrease of Rs. 6,745/- is due to:—

Savings:—No expenditure on account of new Rate Register Section having been incurred in the year under review as in 1941-42.

Excesses:—Purchase of more tarpaulins during the year under review.

(c) *Operating Expenses*:—The increase of Rs. 2,18,692/- during workshop strike is due to:—

Excesses.—One week's pay as bonus allowed to loyal staff during workshop strike, annual increments, enhanced rate of Dearness allowance. More winter uniform having been supplied, reserve stock for blank card tickets having been kept, rise in the cost of stationery and forms, more commission paid to Tourist and Agencies for passenger tickets in 1942-43 than in 1941-42, expenditure on account of order police at Hyderabad and Nawab Shah Joint stations having been booked under this head instead of under Abstract F in 1942-43, arrear payment of Nawabshah Joint station, payment on account of certain works abandoned at Hyderabad (Sind) and arrear payment of Transhipment charges, more wagons having been loaned from foreign Rys. in connection with the construction of aerodromes and more claims paid.

Expenses of General Departments.—

The increase of Rs. 67,463/- is made up as shown below:—

(a) General administration	..	Rs.	64,646
(b) Ordinary Repairs and Maintenance	..	Rs.	2,817

(a) *General Administration*:—The increase of Rs. 64,646/- is due to:—

Excesses:—Appointment of confidential Secretary to the Manager, pay of an Office Superintendent under training for four months, increase in the rate of Dearness Allowance, rise in the cost of Stationery and other consumable stores, usual annual increment to staff, appointment of extra staff in order to cope with the increased work and engagement of Chowkidars for Hur operations over Sind Section.

Savings:—Pay, leave and Pension contribution of the present Auditor being less than that of his predecessor, 21 days' pay including joining time pay of the incoming Auditor having been charged during 1941-42 and less consumption of medicines.

(b) *Ordinary Repairs & maintenance* :—The increase of Rs. 2,817/- is mainly due to rise in the cost of furniture and office equipment supplied to different departments.

Miscellaneous.—

The increase of Rs. 5,387/- is made up as under.—

(a) General Administration	..	..	Rs. 13,838
(b) Operating Expenses	..	..	Rs. —8,451

(a) *General Administration*.—The increase is due to:—

More expenditure on A. R. P. measures counter balanced chiefly by less payment of special contribution and a saving due to the contribution to the P. F. having been adjusted during 1941-42 for three half years i. e. those ending 31-3-41, 30-9-41, 31-3-42, against two half years in 1942-43 i. e. those ending 30-9-42 & 31-3-43.

(b) *Operating Expenses*:—The saving of Rs. 8,451/- being small calls for no remarks.

Electric Department.—

The increase of Rs. 19,144/- is made up as shown below.—

(a) General Administration	..	..	Rs. 351
(b) Ordinary Repairs & maintenance	..	..	Rs. 5,571
(c) Operating Expenses	..	..	Rs. 13,222

(a) *General Administration*:—The increase of Rs. 351/- being small calls for no remarks.

(b) *Ordinary Repairs & Maintenance*:—The increase of Rs. 5,571/- being small calls for no remarks.

(c) *Operating Expenses*.—The excess of Rs. 13,222/- is due to.—

Additional dearness allowance paid to staff, more consumption of Electricity in workshop on account of Munition work and Night Shift.

Replacements & Renewals.—

The increase of Rs. 23,16,862/- is due to .—

Abstract A.—Jodhpur Railway (Jodhpur Section).

Excesses.—Replacement of Sukri River Bridge, abandonment of Sagi River Bridge and Khara River Bridge on Samdari Raniwara Branch, additions and alterations to station building at Jodhpur, building core oven in workshop at Jodhpur, write back in connection with two motor trollies sold to the defence Department, renewal of sleepers, Casual renewal of P. W. Units, abandoning quarry Siding at mile 73 on Raniwara branch, re-alignment of Balotra-Pachpadra. An excess of Rs. 21,00,000/- (twenty one lacs) is due to adjustment having been carried out by debit to Revenue. Abstract and credit to 'Reconstruction Fund' to finance expenditure on replacements and renewals which have had to be postponed on account of the war.

Savings.—Less expenditure in 1942-43 on Renewal of sleepers, casual Renewal of P.W. units abandoning quarry siding at mile 73 in 1941-42, Sagi River Bridge girders, Khara river Bridge girders.

Abstract A.—Jodhpur-Hyderabad Railway (British Section).

Savings.—New watering arrangement at Jhudo, abandoning the existing one at Puran Duaro in 1941-42, credit received in connection with Renewal of C. I. Pot sleepers by wooden sleepers in 1942-43.

Abstracts B & C.—

Excesses.—Write back of the original Capital cost of 4 vertical boilers sent overseas against nil in 1941-42.

Savings.—Credit for replacement of 4 vertical boilers having been received in the year under review against nil in 1941-42.

15.—The figures of total working expenses may be further analysed as under:—

H e a d s .	1941-42.			1942-43.			DIFFERENCE.	
	Jodhpur Railway (Whole System).	Jodhpur Railway (Jodhpur Sec.)	Jodhpur Hyderabad Ry. (British Section). *	Jodhpur Railway (Whole System.)	Jodhpur Railway (Jodhpur Sec.)	Jodhpur Hyderabad Ry. (British Section). *	Increase.	Decrease.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
General Administration.	10,03,245	10,65,523	5,37,722	17,30,423	11,50,395	5,80,028	1,27,178	..
Ordinary Repairs and Maintenance.	23,17,233	15,58,098	7,59,135	28,25,525	20,32,714	7,92,811	5,08,292	..
Operating expenses other than fuel.	19,78,059	10,78,214	8,99,845	22,07,034	12,34,797	9,72,237	2,28,975	..
Fuel	11,80,442	7,87,591	3,92,851	10,61,358	7,07,500	3,53,858	..	1,19,084
Replacements and Renewals.	2,99,953	2,02,888	97,065	26,16,815	25,36,911	79,904	23,16,862	..
Total ..	73,78,932	46,92,314	20,86,618	1,04,41,155	76,62,317	27,78,838	30,62,223	..
Deduct.—Non-Budget worked lines	2,32,092	..	2,32,092	1,66,722	..	1,66,722	..	65,370
Suspense ..	—2,34,521	—2,36,303	+1,782	+31,179	+39,809	—8,630	2,65,700	..
Net working expenses	69,12,319	44,56,011	24,56,303	1,08,05,612	77,02,126	26,03,486	33,93,293	..

* Including the Mirpurkhas-Khadro Railway.

† The figures are for nine months only as the line was purchased by the Government of India on 1st January 1943.

16. Capital Expenditure.—The table below gives the total expenditure (excluding construction and suspense) against final heads for the year 1942-43 as also similar information for the previous year.

Heads.	Jodhpur Railway (Whole System).			Jodhpur Railway (Jodhpur Section).			Jodhpur-Hyderabad Railway (British Section) including Mirpurkhas-Khadro Railway.		
	1941-42.	1942-43.	Difference.	1941-42.	1942-43.	Difference	1941-42.	1942-43.	Difference
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1 Preliminary Expenses..	2	..	—2	..	..	..	2	..	—2
2. Land ..	69	3,903	+3,819	..	72	+72	69	3,836	+3,747
3. Structural Engineering works ..	38,565	—2,30,925	—2,69,490	58,635	—1,75,277	—2,33,912	—20,070	—55,649	—35,578
4. Equipment	12,116	49,635	+37,522	10,605	49,175	+38,570	1,511	463	—1,048
5. Rolling stock ..	—15,61,987	—1,31,912	+14,30,075	—15,61,987	—1,31,912	+14,30,075	..	..	..
6. General charges ..	—3,271	—1,576	+1,695	..	—1,576	—1,576	—3,271	..	+3,271
7. Collaterals ..	..	..	..	..	..	..	..	..	..
8. Miscellaneous ..	..	..	..	..	..	..	..	..	..
Purchase price of Khadro line ..	..	11,92,948	+11,92,948	..	..	..	..	11,92,948	+11,92,948
Total ..	—15,14,486	8,52,081	+23,66,567	—14,92,747	—2,59,518	+12,33,229	—21,739	11,41,599	+11,63,338

17. Effect of war on earnings and expenditure.—

Engineering Department.—There has been a marked rise in the cost of labour resulting in increased rates for all classes of work. Rates for building work have also been affected in certain cases by the shutting down of supplies from the most direct sources. The wagon shortage has prevented the completion of works expeditiously but no works have remained incomplete during the year on this account.

Traffic Department.—The supplementary charge has resulted in an increase of Rs. 1,35,182/- in the year.

Shortage of coal has resulted in a reduction of train services on the following branches:—

Merta Road ..	Merta City
Raniwara ..	Samdari
Makrana ..	Parbatsar City
Pipar Road ..	Bilara

which gives a saving in coal consumption on these sections at some public inconvenience.

Loco. Department.—The greater part of the spare capacity of the Railway Workshop was utilised for the production of numerous war requirements including Shells, Bayonets, Pick axe heads, Wheel Barrows etc. as shown in para. 4 (c) Railways and the war, Chapter II.

Stores Department.—The increase in cost of material due to war would have resulted in increased expenditure under "Contingent Expenses" of this Department, but by the following steps taken to reduce expenses, no extra expenses have been incurred:—

- (a) Strict economy is being exercised in the use of paper and stationery articles by adopting various expedients.
- (b) Control over issue of Uniforms and consumable stores is being exercised.
- (c) Scrap articles are reclaimed and put to use.

CHAPTER III.

New Constructions and Engineering.

18. Mileage of lines opened or sanctioned in 1942-43.—Nil.

19. Surveys and lines under construction in 1942-43.—Nil.

20. Lines closed during 1942-43.—Nil.

21. *Open line improvements.*—The following are the principal improvements carried out, on the open line during the year under review:—

Jodhpur Railway (Jodhpur Section).

- (a) Addition and alteration to Goods Shed office at Nagaur.
- (b) Addition of verandah to staff quarters on "E" & "W" Section.
- (c) Extension to Goods Platform at Marwar Pali.
- (d) Extension to Goods Shed at Marwar Pali.
- (e) Painter's room in Stores at Jodhpur.
- (f) Extending second line at Bhawi.
- (g) Goods Shed and platform at Baitu.
- (h) Addition of waiting room (upper class) at Baitu.
- (i) Providing a 3/4" tap in Gadra Road Waiting Room.
- (j) Providing standard sanded trap at Bhimarloi.

Jodhpur-Hyderabad Railway (British Section).

- (a) Extension to station building at Mirpurkhas.
- (b) Abandoning watering arrangement at Jamrao.
- (c) Reopening of Vasarbah as a crossing station.
- (d) Providing a line for working crane at Nawabshah.
- (e) Addition of verandah to staff quarters.

22. *Important works sanctioned.*—A list of important new works undertaken during the year under review is given below:—

Jodhpur Railway (Jodhpur section).

- (a) Inspector's room at Nagaur.
- (b) Upper class waiting room at Didwana.
- (c) New station building at Dundara.
- (d) Food Godown in Stores at Jodhpur.

Jodhpur-Hyderabad Railway (British Section).

- (a) Goods shed at Nabisar Road.
- (b) New Police Out-post at Tando Allahyar.

CHAPTER IV.

TRANSPORTATION.

A.—Operating.

23. *Train miles.*—Statement below shows train miles for the year under review as compared with the corresponding period of the previous year:—

Trains.			1941-42.	1942-43.	Difference.	Reasons for variations.
			Miles.	Miles.	Miles.	
Passenger	..	..	623,040	439,502	—183,538	} Due to cancellation and changes in running of certain trains vide para 24(A) (iv)
Mixed	..	..	1,089,679	893,159	—205,720	
Goods	..	..	707,247	659,354	—47,893	Due to running of less Goods trains.
Departmental	..	..	38,091	12,250	—26,431	Due to less running of Ballast trains.
TOTAL			2,467,847	2,004,265	—463,582	

24. *Passenger trains.*—(A) *Important changes made*—

- (i) *General.*—Due to the out-break of Hur activities in May 1942, the running of night passenger trains in Sind was stopped from 19/20-5-42.
- (ii) *Mail and Express trains.*—As a result of the above the timings of 3 Up-4 Down have been drastically changed as follows:—

4 Down.						3 Up.	
Old.	New.					Old.	New.
17:20	12:30	Dep.	Hyderabad (Sind)	..	..	Arr.	10:10
19:5	14:12	Arr.	} Mirpur Khas	..	..	Dep.	6:30
19:20	14:27	Dep.		..	..	Arr.	6:10
7:25	7:25	Arr.	Luni Junction	..	..	Dep.	20:35

(iii) Suburban trains.—Nil.

(iv) Other passenger and mixed trains.

(a) The following trains were cancelled due to war:—

1. 47 Up and 48 Down between Mirpurkhas and Pithoro (Via loop) from 19/20-5-42.
2. 53 Up and 54 Down between Mirpurkhas and Hyderabad (Sind) from 19/20-5-42.
3. 57 Up and 58 Down between Mirpurkhas and Nawabshah from 19/20-5-42.
4. 61 Up and 60 Down between Mirpurkhas and Pithoro (Main) from 19/20-5-42.
5. 31 Up and 32 Down between Marwar Jn. and Phulad from 24-8-42.
6. 49 Up and 52 Down between Merta Road and Merta City from 1-12-42.
7. 35 Up and 36 Down between Marwar Junction and Phulad from 1-12-42.

(b) The following trains were made to run only 3 days in a week:—

1. 21 Up and 22 Down between Raniwara and Samdari from 9-9-42.
2. 23 Up and 24 Down between Makrana and Parbatsar City from 14-9-42.
3. 27 Up and 28 Down between Pipar-Road and Bilara from 9-9-42.

(c) The following trains were reintroduced:—

1. 9 Up mixed ex: Jodhpur to Luni Junction from 20-5-42.
2. 31 Up and 32 Down Mixed between Marwar Jn. and Phulad from 1-12-42.

(B) Speed and Punctuality.—

(i) The speed of 3 Up and 4 Down has been considerably reduced vide para 24. (A) (ii) above.

(ii) The percentages of passenger trains not losing time during the last 2 years compare as under:—

Y e a r s .	Mail.	Mixed.	Other passenger trains.
1941-42 ..	85·0	92·5	87·2
1942-43 ..	88·4	91·2	84·0

The fall in the percentage of other passenger trains is mainly due to:—

- (i) B. B. & C. I. Railway trains running late at Marwar Junction and Kuchaman Road and Me. S. Railway trains at Phulad.
- (ii) 35 Up and 36 Down were running late due to time lost by loco between Marwar Jn. and Phulad due to trial running with double E class engine.
- (iii) 45 Up and 46 Down were running late due to road side shunting on account of cancellation of 47 Up and 48 Down night trains.

25. Goods trains.—No change. The present goods train service is satisfactory.

26. Engine usage.—The following statistics are given:—

	1941-42.	1942-43.
1. Engine miles per day per engine in use	.. 104	97
2. Engine miles per day per engine on line	.. 82	76
3. Net ton-miles per goods locomotive day on line.	11,300	10,140
4. Net ton-miles per goods locomotive day in use.	15,097	13,984
5. Percentage of engines under or awaiting repairs in mechanical and transportation workshops.	8.82	8.51

27. Wagon usage.—

- (a) Action was taken to increase the load of T. R. Vans to 160 Mds. or half the carrying capacity of the wagon used. This is checked by the wagon chasers.
- (b) The "Nominated" system of loading was introduced at eight important traffic stations on this Railway. Under this system goods are accepted for booking only on certain stipulated days in a week in each direction and not daily. In most cases general goods are accepted on three days in a week and oily goods on one to three days in a week (according to running of oily C. R. Vans on the section).
- (c) A careful watch is being maintained over the movements of oil and petrol tanks which are still based on Hyderabad (Sind) to ensure that the maximum use is made of these wagons.
- (d) Some 400,900 tons of stone have been moved from Fedusar during the year for the construction of certain military works.
- (e) Wagon chasers are specially selected in the busy season to check the station yards and expedite unloading and release of wagons.
- (f) The improvements made in the method of dealing with goods traffic at stations and reported in the last year's report continued to be in force. In addition the free time for delivery and removal of goods required under the rules to be unloaded by owners was curtailed to 24 hours reckoned from midnight of the day of unloading to relieve congestion at stations and goods sheds.

28. Measures to get better loads.—See para 27 above.

29. Operating position.—

During the winter of 1942-43, while the P. W. D. stone was being moved the wagon position was very difficult. At the same time the Wagon Pool, for military reasons, was unable to assist.

As a result of this, public stone traffic in particular was severely restricted during the winter months.

Due to this, use of a smaller number of wagons for smalls and due to various Government or Railway restrictions on the movement of traffic, the goods traffic was less in the winter of 1942-43 than in the previous year.

30. Wagon position.—During the winter season of 1942-43 in the months of December and January particularly severe shortage of wagons was experienced. To ease the situation booking of non-essential commodities e. g. stone, marble, lime (other than for

factories), papund kar, Multani Mitti, Ballast and sand, Gypsum for building and coal ashes was stopped from 21-12-42 to 28-1-43.

31. Policy of wagon allotment and their distribution generally, with special reference to the transport of food grains.—Wagon allotments are made through Control on the orders of the officer in charge of Transportation. Commodities are arranged in priority groups, those placed in the lowest priority groups being restricted from time to time when wagon shortage demands this. Food grains are in the highest priority group and enjoy preference over all other public traffic.

32. Special efforts made to improve transportation services in order to meet additional demands on rail transport.—Train services were curtailed consequent on the coal situation but trains run with the maximum permissible loads and additional stops have been provided.

B.—Commercial

33. Alteration in rates and fares.—

(a) For Passengers.

1. Adjusted third class fares between certain stations on the Mirpurkhas-Nawabshah section and via were cancelled in pursuance of Railway Board's orders to withdraw reduced fares quoted in competition with road transport.

2. Reduced concessional fares between Kuchaman Road and Pachpadra Salt Depot for Salt Department labourers were cancelled.

3. Supplementary charge on luggage was enhanced from 2 annas to 4 annas in a rupee. Also due to reduced passenger train services and consequent overcrowding certain maximum weights of luggage permitted to be booked per passenger have been notified and enforced.

4. Concessions in fares usually offered during Christmas, Easter and Divali holidays were not granted during the year and the concessional rates for standard circular tours, excursion special trains, small excursion parties, bazaar specials and demonstration trains were withdrawn.

5. Cheap week-end and return tickets in Sind including zone tickets and return tickets between Jodhpur and Marwar Pali were withdrawn.

(b) For Parcels.

1. Reduced rates for ice and aerated waters from Jodhpur, Mirpurkhas, Hyderabad (Sind), Tando Jan Mahomed and Nawabshah were cancelled.

2. Supplementary charge on parcels was enhanced from 2 annas to 4 annas in a rupee.

3. Due to the serious situation created by the phenomenal increase in parcel traffic and consequent delays to trains as well as parcels, it has been notified that certain articles normally carried by goods trains will not be accepted as parcels.

(c) For Goods.—

1. In order to improve wagon usage, a supplementary charge of 2 annas in the rupee on the total freight of each consignment,

was levied for grains and pulses that do not fulfill certain prescribed minimum weight conditions. Similarly minimum weight conditions were attached to certain exceptional class, schedule and station-to-station rates which meant an effective increase in the rates formerly available for 'Smalls'.

2. Certain special rates were reapportioned by the shortest route to reduce rail haulage. Instances in point are salt rates from Pachpadra Salt Depot to certain B. B. & C. I. Railway stations and full pressed cotton rates from Sind stations to Nagpur and Rajnandgaon which were renotified by the shortest route via the Me. S. Ry.

3. All special station-to-station rates from Gotan for lime and lime stone were cancelled to enable sugar factories to draw their requirements from nearer sources thereby eliminating unnecessary rail haulage. Similarly all special rates except schedule rates for multani mitti from Utarlai and gypsum from Kavas, Ramsar etc. have been withdrawn.

4. Certain special rates were cancelled to curtail non-essential traffic. Principal items of this are biddy leaves traffic from B. N. Ry. stations to Hyderabad (Sind), Karachi biscuits and confectionery traffic from Sukkur to Jodhpur and stone traffic from Massuria sidings to B. B. & C. I. Railway stations.

5. Due to the absence of competition from foreign products certain reduced rates for marble from Makrana to Karachi and exceptional classification for certain types of glass ware were cancelled as the traffic can bear ordinary rates in the present circumstances.

6. Reduced special rates for cotton seeds from Sind to Bk. S. Ry. stations via Chilo Junction and via Sujangarh except those to the canal loop area (which drew their supplies from opposite N. W. Ry. stations) as well as the zone rates of Re. -7/6 per maund to via Bhatinda and via Hissar were cancelled and C/M schedule rates introduced.

7. With a view to eliminate uneconomic transport, maximum distance limits up to which certain commodities would be carried by rail were notified by the War Transport Board and enforced on this Railway

8. This railway has notified dissent from conference rules 17, (3) and (4), 18 and 19 which permit booking of traffic by dearer routes in certain circumstances. Booking by a dearer route is not now permitted to, from or via this railway without the special sanction of the Chief Traffic Manager.

9. All special rates quoted in competition with road traffic were cancelled, chief among them being phutty and cotton (loose) rates in Sind and rates for wool loose traffic from Gotan, Umed, Merta City etc., to Beawar. This was done to divert this traffic to the road and thereby give some relief to rail transport.

10. Special rates for gunnies and tea from Howrah to Hyderabad (Sind) and Karachi were cancelled and enhanced rates introduced via the all B. G. route to avoid transshipments and to relieve the pressure on the M. G. section of the B. B. & C. I. Ry. However, a special rate for tea from Howrah to Mirpurkhas was introduced via Agra East Bank and Kuchaman Road with effect from 15-12-42 to enable this station to draw supplies direct instead of from Karachi. The earnings accruing on this traffic to this railway amounted to Rs. 279/- for a period of 3½ months.

11. Special rates for cotton full pressed from Sind to Bombay, Ahmedabad, Nadiad, Broach, Kalol and Sholapur have been cancelled from 15-1-43 in deference to Railway Board's instructions to enable this traffic to be carried by the rail-cum-sea route via Karachi as against the all rail route via Marwar Jn. by which it was previously moving. A comparison of the earnings derived from this traffic during the period from 15-1-43 to 31-3-43 (after cancellation of the special rates) and the corresponding period of the preceding year (when special rates by all rail route were in force) registers a gross loss of Rs. 3,57,570/-

12. Special rates for cotton seeds from Tando Jam and Tando Alahyar to Hyderabad (Sind) equivalent to those via Hyderabad (Sind) were introduced as rates on the same principle have been granted to the Seksaria Oil Mills for import of cotton seeds at Hyderabad (Sind) from other stations in Sind on this railway.

34. Co-ordination of road and rail.—

(a) Special rates quoted in competition with road transport have been withdrawn to permit of such traffic being carried by road.

Some traffic was voluntarily relinquished by the railway to be carried by road transport between certain points in local booking to relieve the pressure on rail transport notable among them being stone traffic from Jodhpur to Nagaur and grain in the reverse direction and salt traffic from Paehpada Salt Depot to Jodhpur.

(b) No further information except that furnished last year is available regarding cessation of competing motor services. It has been our policy in recent times to consider and adopt measures which are calculated to give maximum relief to railways by diverting some items of traffic to road transport.

35. Efforts made to feed war industries.—Exhibition of war posters in railway premises has been allowed free of charge. The transport of materials required for essential war industries is given first priority in despatches.

36. Contact with business community.—A scheme of arranging periodical meetings between prominent businessmen and heads of Commercial and Transportation Departments of the railway at important stations is under examination.

The Railway Sub-committee of the Rajputana Transport Board consisting of representatives of all railways in Rajputana has held five meetings during the year under review to discuss measures for relieving railways of non-essential traffic and improving the efficiency of operation.

37. Claims for compensation and refunds.

(a) *Compensation claims.*—In the year under review 4,289 claims have been received against 3,652 in the past year or there has been an increase of 637 i. e. 17.44% which is due to the following reasons:—

(i) Increase in traffic.

(ii) Delays and misdispatches in transit due to the abnormal pressure of traffic on railway resulting in claims for non-receipt.

(iii) Increased use of open stock for grain and cotton seeds traffic due to the shortage of covered wagons resulting in a great number of shortages in consignments.

Average time taken in disposal of a claim works out to 61 days.

(b) *Claims for refunds.*—2,974 claims for refund of overcharges were dealt with against 3,370 in the previous year. There was a decrease of 396 cases or 11.8%.

The total amount of overcharges refunded was Rs. 18,738/- against Rs. 22,166/- in the previous year, the decrease being Rs. 3,428/- or 15.46%.

The decrease in the number of claims and in the amount refunded is due largely to more refunds being allowed at the time of delivery.

The average time taken in settlement of a claim is 48.6 days, or 1 month 18 days. 255 claims were on hand at the close of the year under review.

The following are some of the details:—

STATEMENT—A.

Particulars.	1942-43.
1. Number of cases involving compensation for goods or parcels lost, damaged, carried over as unsettled at the close of the preceding year	924
2. Number of claims received and re-opened for compensation on account of goods or parcels lost, damaged or delayed, during the current year	4,289
3. Number of claims referred to in items 1 & 2 settled during the year	3,905
4. Balance outstanding as unsettled at the close of the year ..	1,308
5. Net amount paid in compensation (on account of items 1 & 2) Rs.	9,169
6. Percentage sum paid in compensation item 5 bore to gross earnings	0.08
7. Average time taken in settlement of claims shown under items 1 & 2	61 days.
8. Number of applications received for refunds on goods and parcels overcharged	2,974
9. Average time taken in settlement of claims shown under item 8 (in days)	48.6

STATEMENT—B.

Particulars.	1942-43.	
	No.	Value.
1. Claims paid on account of goods lost	1,187	Rs. 15,783
2. " " " " " stolen	116	2,571
3. " " " " " damaged by wet	3	45
4. " " " " " " " fire	Nil	Nil
5. " " " " " " " breakage	8	584
6. " " " " " parcels and luggage lost and stolen	86	1,190
7. " " " " " other causes	183	3,488

38. **Mela traffic.**—The following important fairs were held during the year:—

1. Ramdeo Cattle fair was held at Nagour from 16-2-43 to 24-2-43.
2. Ramdeo fair at Ramdeora was held from 11-9-42 to 29-9-42.

No special arrangements were made but the composition of the concerning trains were strengthened.

24 other fairs were held. The compositions of the trains concerned were strengthened.

39. **Collaboration with Provincial Transport Boards and Regional Controllers of Railway Priorities.**—Collaboration with Provincial Transport Boards and Regional Controllers of Railway Priorities is satisfactory and harmonious.

40. **Special facilities offered for the transport of specific commodities to meet shortage conditions or in deference to public demands.**—Special facilities were made available for the carriage of stone for the construction of military airfields.

CHAPTER V.

Rolling Stock and Materials.

41. **Additions to equipment.**—

(a) *Addition to locomotives and Coaching stock.*— Nil.

(b) *Additions to Goods stock.*—

1 Heavy Goods Brake van was newly built on the under frame of ERD.

1 Bogie 1st, 2nd, Inter and 3rd class (FSNT) converted to Bogie covered wagon.

1 Bogie third class converted to Bogie covered wagon.

1 Passenger Brake Van converted to covered wagon (4-wheeler).

42. **Number and Tractive efforts of locomotives.**—A statement is given below:—

Class of Engines.							Total No.	Tractive efforts of each. lbs.	Total tractive efforts. lbs.
T .. .. .	..	..	..	..	..	..	3	15,541	46,623
E. E. .. .	..	..	..	..	..	..	7	8,450	59,150
F./S. .. .	..	..	..	..	..	..	8	11,760	94,080
F. .. .	..	..	..	..	..	..	4	9,685	38,740
F. O./S. ..	..	..	..	..	..	..	5	9,430	47,150
F. O. .. .	..	..	..	..	..	..	7	7,766	54,362
Q. .. .	..	..	..	..	..	..	4	8,351	33,404
M. .. .	..	..	..	..	..	..	4	13,922	55,688
M. S. .. .	..	..	..	..	..	..	10	17,952	179,520
P./S. .. .	..	..	..	..	..	..	15	14,187	212,805
S. P. .. .	..	..	..	..	..	..	12	16,077	192,921
H. G. (A) ..	..	..	..	..	..	..	5	19,584	97,920
H. G. (B) ..	..	..	..	..	..	..	6	20,825	124,950
H. G. (C) ..	..	..	..	..	..	..	3	20,825	62,475
E. .. .	..	..	..	..	..	..	1	6,557	6,557
Total .. .							94	..	1,306,348

43. Stores balances.—The statement below shows the position of Stores balances on 31st March 1943 as compared with the previous year.

Year.	Rs.-
1941-42	16,10,300
1942-43	18,15,515
	<u>2,05,215</u> More.

The increase of Rs. 2,05,215/- is due to the following reasons:—

Class	Amount. Rs.	Particulars.
A.	—158	The difference is small and calls for no remarks.
B.	+ 3,875	The increase is due to stirrup pumps and wheels for light trollies purchased during the year.
C.	+ 6,231	The increase is due to spare parts of 8 pedestal grinder newly obtained and grinding wheels having been purchased at higher rates due to war.
D.	+ 3,483	The rise is due to purchase of new rails during 1942-43.
E. A. 1-2	—22,868	The fall is due to less receipts of locomotive parts during 1942-43
E. B. 2-6	+ 9,846	The rise is due to receipt of new stock of leather cloth and roofing Texaco at increased rates.
E. C. 2	+ 693	The difference is small and calls for no remarks.
F.	+ 24,112	The rise is due to purchase of pipes and pipe fittings at increased rates.
G. A.	+ 85,397	The increase is partly due to abnormal rise in the price of tools and partly to heavier purchases of lathe tools, machine tools and files etc. during the year 1942-43.
G. B. 1 & 2.	+ 10,698	The increase is due to receipt of fresh stock during the year at higher prices.
G. B. 3	+ 20,750	The rise is due to purchases of rubber sheets and beltings at increased rates.
G. B. 4	+ 1,18,552	The increase is partly due to abnormal rise in the price of metals and partly to obtaining the raw materials for manufacturing certain articles in shops.
G. B. 5	—7,209	The fall is due to strictest economy having been observed in obtaining new supplies of paints.
G. B. 6 & 7.	+ 25	The difference is small and calls for no remarks.
G. B. 8	+ 1,351	The rise is due to return by Chief Engineer of certain furniture released from Railway Bangalows.
G. B. 9	+ 34,252	The increase is due to abnormal rise in the prices of clothes.

Class.	Amount. Rs.	Particulars.
G. R. 10	+67,664	The rise is due to increase in consumption of oils on account of munition work and of cement on account of A. R. P. and other miscellaneous works.
G.B. 12 & H.	+9,048	The increase is due to receipt of fresh supplies at increased rates due to international situation.
Scrap	+10,567	The rise is due to restriction over sales of scrap as per Railway Board's orders.
Emergency stores.	—25,542	The fall is due to heavy issues of certain loco spare parts and their fresh stock not having been received during the year.
Special stores.	+951	The difference is small and calls for no remarks.
Cap. J. Ry. Indian State " " section	—4,094	The fall is due to more issues, the balances thus being reduced.
Surplus.	+4,895	The increase is due to further transfer of certain irregular stores to this head and also because the existing stock could not be disposed of due to war.
Stationery.	+7,896	The rise is due to increase in the rates of stationery.
Coke.	+3,189	The increase is due to less consumption in the later part of the year 1942-43.
Coal.	—1,61,195	The decrease is due to less receipt of coal on account of wagon shortage.
Stores with loco.	+2,715	The increase is due to rise in the prices of Stores and lubricants.
Timber.	+9,993	The increase is due to timber having been purchased for reserve.
Loco, Carr. & Wagon Duplicate surplus stores.	—274	The difference is trifling.
Stores of complete units with PWI's on JHR.	—3,058	The reduction in stores balances of complete units with PWI's is due to stores drawn for casual renewals of P. W. Units during the year 1942-43.
—Do—		
J. R.	+877	The increase is small say below 5% and, therefore, requires no explanation.
Stock adjustment account & other classes of stores.	—7,457	The decrease is mainly due to the revision of rates of cement and other miscellaneous items of stores.
	+2,05,215	

CHAPTER VI.

Staff

44. Number and cost of staff.—The statement below gives the number and cost of staff at the end of the year under review with corresponding figures for the previous year:—

Particulars.	NUMBER OF STAFF AND COST								DIFFERENCE.	
	1941-42.				1942-43.					
	No.	Cost of staff			No.	Cost of staff				
		Gaze- tted	Non- Gaze- tted	Total		Gaze- tted	Non Gaze tted	Total	Increase + Decrease --	
		Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	No.	Rs.
Europeans ..	16	..	..	..	17	..	..	..	+ 1	..
Anglo—Indians.	18	..	..	..	16	..	..	..	— 2	..
Indians ..	8,395	..	..	..	8,553	..	..	..	+158	..
	8,429	3,60,079	33,63,256	37,23,335	8,586	3,82,109	36,05,173	39,87,282	+157	+2,63,947

The net increase is chiefly due to increments, more repairs to rolling stock and A. R. P. expenditure counterbalanced chiefly by less mileage allowance paid to running staff, less payment of special contribution, and a saving due to contribution to the Provident Fund having been adjusted during 1941-42 for three half years i. e. those ending 31st March 1941, 30th September 1941, 31st March 1942, against two half years in 1942-43 i. e. those ending 30th September 1942 and 31st March 1943. A special feature among the increases is the payment of a week's bonus to subordinate staff who remained loyal during the workshop strike in February-March 1943 the total amount paid being Rs. 40,300/-.

45. Training of staff. Area and central schools—

Traffic Department.—Refresher courses are being continued.

Engineering Department.—One apprentice P. W. I. of Dholpur State Railway is receiving training in this Department while 2 men of Railway Technical Training group, Jodhpur were trained as signal fitters for subsequent absorption in Railway units.

Loco Department.—Please see para. 4 (f) of Chapter I.

46. Grain shops.—A grain shop at Mirpurkhas has been in operation since the 25th December 1942 and is working satisfactorily.

A profit and loss account of wheat sold from the date of its opening to the year ending 31st March 1943 is given below. It shows that the loss on sales of 3,322 Mds. 22 Srs. of wheat amounts to Rs. 2,980/15/- which is chiefly due to the fact that the wheat had to be purchased over and above the controlled price.

Table A.

	Mds.	Scors.
Total quantity of wheat purchased up to 31st March 1943. ..	3,431	12
Total quantity of wheat sold up to 31st March 1943. ..	3,322	22
Balance of wheat on hand as on 31-3-1943. ..	108	30

80 37 3

Table B.

				Mds.	Srs.
Total quantity of wheat sold up to and including 31st March 1943. ..				3,322	22
		Rs.	as.		
Value of wheat sold ..	20,707	0		By cash sales..	18,986 0
Freight charges ..	345	3			
Terminal tax ..	252	6		By loss ..	2,980 15
Establishment ...	616	1			
Cost of weighing and stocking ..	42	5			
Miscellaneous ..	4	0			
Total ..	21,966	15			21,966 15

47. Dearness allowance.—During the year under review the grant of Dearness allowance was further extended to staff in receipt of pay upto Rs. 90/- and Rs. 60/- per month @ Rs. 8/12/- and Rs. 7/- p. m. in B & C areas respectively from 15th June 1942 vide Railway Board's Notification No.E 41 PA 112 dated 8-8-42 received under Manager's letter No. M. 32E-2/223 of 11-8-42.

In view of the rise in the cost of living, the dearness allowance rules were further revised and the benefit extended to staff in receipt of pay upto Rs. 125/- and Rs. 90/, @ Rs. 11/- and Rs. 8/- p. m. for B & C areas respectively, from 1st February '43 vide Railway Board's Notification No. E 43 DA 18 of 16-3-43 received under Manager's letter No. M. 32 E-2/Vol. II/70 of 19-3-43.

48. Railway Staff and the War.

(a) Release of individual officers for technical war work.— Nil.

(b) Release of non-gazetted staff.—

Traffic Department.—Two men have been released for war services.

Engineering Department.—Out of 14 employees of this Department who joined military services during the year 1942-43, 11 men were enrolled for service in Railway Technical units.

Loco Department.—Two men have joined military service during the year ending 31st March 1943.

(c) Labour training scheme.—

Stores Department.—Most of the clerical staff as well as labour staff have been trained for fire fighting first aid etc.

Loco Department.—Please see para 4 (f) of chapter I above.

(d) Bonus and special pay to certain staff engaged on war work.—

Loco Department.—A bonus of -/1 - per shell is being distributed among the workers on shell production to encourage the workmen to manufacture maximum number of shells. Special pay at Rs. 75/- p. m. has been sanctioned to two foremen to look after the shell work.

His Highness the Maharaja Sahib Bahadur has been pleased to sanction on certain conditions the grant of bonus @ one day's pay for each complete month of continuous employment from 3-9-43 to the date of the cessation of hostilities, to temporary non-gazetted Railway employees in Jodhpur Railway workshops at Jodhpur only employed wholly or in part in Munition production.

Stores Department.—A. R. P. allowance is paid to those who have been trained for different services.

(c) *Contributions.*—The following financial contributions to the war effort have been made by the Jodhpur Railway staff.

Name of fund.	Contribution during the year.	
	Rs.	as.
(i) Jodhpur Railway War Work Party Fund ..	3,831	8
(ii) Viceroy's War Purposes fund	1,915	6

(f) *Miscellaneous.*—(i) Due to production of munition work 542 additional men were engaged in workshops.

(ii) Educational as well as technical instructions are being imparted to the trainees.

(iii) The following additional Staff were appointed for the duration of the War.—

1. Secretary, A. R. P.	} Appointed from 27-4-1942
2. Confidential Secretary to Manager	
3. Secretary, A. R. P.'s Peon	
4. O. C. G. (Officer Incharge Grain Shops)	} Appointed from 6-3-1943.
5. O. C. G.'s Peon.	

The cost of the above noted personnel amounted to Rs. 6,800/- (or say Rs. 7,000/-) during the year under review.

49. *Strike.*—All the workmen in Railway workshops went on strike on the morning of 22nd February 1943 and resumed work on Wednesday the 3rd March 1943. A committee of enquiry has been set up by His Highness' Government to enquire into the alleged grievances of these men.

CHAPTER VII.

Amenities for passengers.

50. *Introduction of new type of third class carriages.*—Nil.

51. *Measures taken to ensure security of women passengers.*—Strict instructions have been issued regarding the exclusion of other than bonafide servants for servants compartments and checks are being carried out.

52. *Booking offices and out agencies.*—(for coaching).—

(a) Additional booking offices opened.—	Nil.
(b) Conversion of halt stations into flag stations.—	Nil.
(c) Unmanned halts opened during the year.—	Nil.
(d) Temporary booking offices opened during important mela periods and other important occasions.—No booking offices and outagencies were opened during the year as on account of transport difficulties holding of all important melas was suspended.	
(e) Out-agencies opened.—	Nil.
(f) City booking office opened.—	Nil.
(g) Any other important steps taken.—	Nil.

53. **Waiting rooms and waiting halls.**—Waiting halls and waiting rooms as per details given below were provided during the year.—

- (a) Waiting rooms for women.—1 at Jodhpur.
- (b) Upper class waiting rooms.—1 at Baitu and 1 at Didwana.
- (c) Inter class waiting rooms.—2 at Jodhpur.
- (d) Third class waiting rooms.—Nil.
- (e) Passenger shelters at passenger halts.—Nil.
- (f) Improvements effected.—Third class passenger shed at Jodhpur has been remodelled to make it more spacious and impress its appearance.
- (g) Additional benches provided.—Nil.
- (h) Additional taps or other improvements.—1 at Gadra Road.

54. **Vendors' stalls in waiting halls and on platforms.**—

(a) The number of additional stalls opened during the year in waiting halls and on platforms.—3 at Jodhpur and 1 at Chhor.

(b) Other steps taken to improve the supply and quality of food provided at the stalls.—The quality of food supplied at the stalls is daily inspected by the Station Masters and occasionally by the medical authorities as well as by the departmental inspectors and officers. Any complaint regarding supply and quality of the food is investigated and necessary action taken against the vendors to prevent recurrence.

(c) The number of stations at which such stalls were in service on the 31st March 1943, is 12.

55. **Steps taken to make available maximum passenger accommodation in running trains**—An extra Inter and 3rd class combined bogie has been attached between Hyderabad (Sind) and Mirpurkhas on 3 Up and 4 Down. Extra carriages were also attached to these trains to clear passenger traffic when required.

CHAPTER VIII.

Miscellaneous.

56. **Percentage yield on Capital cost of officers' bungalows represented by recovery of house rent from officers.**—The percentage yield for the year under review is 3.89. The figure has been certified by the Auditor of Accounts, Jodhpur Railway. The fall in the yield below 4% is due to the fact that the bungalows of two senior officers who had joined military service remained vacant upto 10-12-42, and no rent accrued subsequent to that date on two bungalows which were acquired by the State. The Capital cost of these latter two bungalows has, however, been included in the total capital cost of the bungalows for working out the percentage yield as no financial adjustment in this connection has so far been or is intended to be made and the bungalows will be replaced at the cost of the State by two new ones. If the cost of these two bungalows had been excluded, the yield percentage would not have fallen below 4%. (This is in reference to Revenue Minister, Government of Jodhpur's letter No. 2505/Est. 25/2 of 10th January 1935).

57. **Floods.**—Due to heavy rains there were following interruptions to trains:—

(a) On the night of 2-7-42 in the vicinity of Pipar Road, water crossed the line between miles 3/12 & 5/14 at various places on the morning of 3-7-42 after 28 Down had started. The train was stopped at mile 4/10 and due to water over the line between this mileage and Pipar Road the train could not return to Pipar Road until 18 hrs. On 4-7-42 repairs were completed and 28 Down ran on that date.

(b) Again on 10-7-42 flood water about 2' deep flowed over the line between miles 4/7 and 5/14 between Pipar Road and Pipar City causing minor breaches with the result that 28 Down of that date could not be passed. Repairs were carried out on 11-7-42 when the flood water subsided and 28 Down of that date ran to Bilara.

(c) On the nights of 9/10th and 14/15th July 1942, the track was washed out at several places in Miles—

12/4 to 13/5	between Daijar and Marwar Mathania on 10-7-42.
14/6 to 16/2	—do— —do—
12/14 to 12/16	„ Mandor and Marwar Mathania on 15-7-42.
13/- to 13/4	—do—
14/16 to 15/4	—do—
19/8 to 19/10	„ Marwar Mathania & Osian on 15-7-42.
20/4 to 20/6	—do—
22/3 to 22/6	—do—
23/2 to 23/7	—do—
32/5 to 32/6	—do—
33/12 to 33/13	—do—

The breaches were repaired and trains passed safely on caution with slight detentions.

(d) On 31-7-42 the line was breached at the following mileages:—

No.	Mileage	Station on either side	Length of breach.
1.	43/11-12	Bhikamkor and Samrau	80' x 4"
2.	43/17-44/3	—do—	600' x 6"
3.	58/4-5	Dhelana and Marwar Lohawat	10' x 3"

The above breaches were repaired overnight and 64 Down passed safely on caution.

(e) On the night of 5-9-42 rains caused breaches at the following mileages:—

No.	Mileage	Station on either side	Length of breach.
1.	33/12-13	Marwar Mathania & Osian	96' x 3½'
2.	34/10-11	Osian and Bhikamkor	24' x 2'
3.	34/13-14	—do—	24' x 1'

which were repaired overnight and 64 Down passed after suffering detention of about one hour.

(f) Due to bursting of bund of the village tank at Berohi on 10-7-42 the line from mile 127/15 to 130/4 between Asaranada and Raikabag Palace was covered with flood water causing breaches at miles 128/10-12—3 rail lengths being washed out to a depth of 5' and minor breaches at miles 128/12 to 128/15. The repairs were carried out on the night of 10/11-7-42 when the flood water subsided and 1 Up of 11-7-42 was passed at restricted speed. The line remained blocked from 8/30 hrs. on 10-7-42 to 0'00 hrs. on 11-7-42 i. e. 15½ hrs.

(g) 9-7-42 the line was flooded from miles 82/6-7 to 83/8 and from 85/12 to 86/14 between Deswal and Khajwana and 14 Down of 9-7-42 had to be piloted upto Khajwana. Thereafter the flood increased due to the bursting of the village tank at Rnn and on the night of 9/10th breaches occurred at the following mileages.—

82/6-7	to 82/15
82/15	to 83/5
85/12-13	to 85/18
85/18	to 86/14

Traffic was suspended at 1.0 hrs. on 10-7-42, 1 Up of that being returned as 2 Down from Khajwana—no transshipment being possible. Due to the extent of the floods it was not possible for any action to be taken to repair the line upto Relief train reached the site of breaches mile 82/6 at 9/30 hrs. and repairing work started as flood had gone down and 13 Up of 10-7-42 passed under restricted speed.

The line was blocked from 1.0 hrs. on 10-7-42 till 12.30 hrs. on 11-7-42 i. e. for 36 hrs.

(h) On the night of 2-7-42 the approaches on each side of culvert No. 54 at mile 101/12 between Pipar Road and Umed were breached about $\frac{3}{4}$ rail lengths. 2 Down of 2-7-42 was piloted from mile 105/6 to the site of breaches and was passed after detention of $5\frac{1}{2}$ hrs.

(i) During this year's monsoon the Sukri river came in floods and the line between Mokalsar and Modran was breached at various places and the interruption in train service was as under:—

No.	Date of interruption. Night of	Date of restoration.	Duration of interruption.
1.	30-6-42	1-7-42	10 hrs.
2.	7-7-42	7-7-42	12 hrs.
3.	10-7-42	11-7-42	25 hrs.
4.	21-7-42	21-7-42	7 hrs.
5.	27-8-42	27-8-42	2 hrs.
6.	28-8-42	2-9-42	86 hrs.

(j) On the night of 19/20th May 1942 Jamrao Canal was breached by the Hurs at a point about 150 ft. from the railway bridge at mile 51. As a result of this breach canal water caused 16 breaches in the railway line of various dimensions ranging from 16ft. to 100ft. in length between mile 48/4-5 and 48/13-14. Repairs to these breaches were taken in hand on 28-6-42 and were completed on 1-7-42. Through communication was thus interrupted from 20-5-42 to 30-6-42 as no repairs could be done earlier owing to shortage of wagons.

(k) On 7-7-42 the line at mile 48/7-9 Khadro Branch was breached at about 19.00 hrs. The length of breach was 90 ft. and the maximum depth about 11ft. from the rail level to the deepest scour. Repairs were taken in hand on 8-7-42 on arrival of gangs by 56 Down of 8-7-42 and later of relief train to work as earth-work train starting from 9th morning. The repairs were completed on the evening of same day and through service was resumed from 10-7-42.

58. Accidents.—Active steps are being taken to minimise risk of accidents and to educate staff in the "Safety First" methods.

Statistics of accidents to Railway servants for the last 3 years are as under:—

Year.	Killed.	Injured.
1940-41.	3	3
1941-42.	..	6
1942-43.	1	3

During the year under review there was no important accident which requires special mention in this report.

59. Conclusion:—In conclusion, I desire to place on record my appreciation of the whole-hearted co-operation and assistance rendered by all staff, officers, subordinates and men through out the year under review.

Jodhpur Railway.

ANNUAL REPORT

1942-43

SECTION II.

CAPITAL AND REVENUE ACCOUNTS.

(FINANCIAL ACCOUNTS.)

JODHPUR RAILWAY.

Annual Report for 1942-43.

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No. I.—Statement of Capital outlay authorised.

No.	Date of Sanction	Sanctioning Authority	Nature of Estimate	Jodhpur Railway	Jodhpur-Hyderabad Railway (British Section)	Sind Light Railway Khadro	Total for the System.
				Rs.	Rs.	Rs.	Rs.
			Total Capital Outlay on final heads as per accounts up to end of the year ending 31st March 1942	4,84,90,774	1,33,27,344	9,94,123	6,28,12,241
			Further Capital Outlay on final heads during the year 1942-43 ..	—2,59,481	11,41,599	..	8,82,118
			Total ..	4,82,31,293	1,44,68,943*	(a)	6,36,94,359
9765	20th March 1943	Chief Minister Govt of Jodhpur and Manager J. R.	Budget for (final heads) 1943-44	1,12,400	..	..	1,12,400
M-6-B-52/29	18th May 1943		Budget for (final heads) 1943-44 .. ..	..	—20,000	..	—20,000
43B/4122 (I)	20th March 1943	Railway Board	Budget for (Suspense heads) 1943-44	1,17,000	..	..	1,17,000
12003	30th April 1943	Chief Minister Govt of Jodhpur.	—Do— —Do—	..	—10,000	..	—10,000
43B/4122 (II)	20th March 1943	Railway Board	Total ..	2,29,400	—30,000	..	1,99,400

* Includes Rs 11,92,848 on account of the Purchase price of Mirpurkhas Khadro Railway which was taken over by the Government of India on 1-1-43.
(a) Line purchased by the Government of India on 1-1-43

No. V.— Details of Capital Expenditure for the year ending 31st March, 1943.

Particulars							Jodhpur Railway	Jodhpur Hyderabad Railway (British Section)	Total Metre Gauge System.
LINES OPEN FOR TRAFFIC.							Rs.	Rs.	Rs.
I. Preliminary Expenses.—									
1100. Survey Expenses	..	..	..	..	..	..	..	..	..
1200. Plant	..	..	..	..	..	..	..	..	..
1300. Establishment	..	..	..	..	..	..	..	..	..
Total							..	..	..
II. Land							72	3,836	3,903
III. Structural Engineering Works.—									
3100. Formation	..	..	..	..	..	..	4,435	- 70	4,365
3200. Bridge Work	..	..	..	..	..	..	-1,42,277	-5,477	-1,47,754
3300. Fencing	..	..	..	..	..	..	4	..	4
3400. Balast	..	..	..	..	..	..	..	547	547
3500. Permanent Way	..	..	..	..	..	..	-48,388	-33,953	-82,341
3600. Electric Transmission Equipment	..	..	..	..	..	..	..	..	..
3700. Stations and Buildings	..	..	..	..	..	..	10,949	-16,605	-5,746
Total							-1,75,277	-55,648	-2,30,925
IV. Equipment.—									
4100. Plant	..	..	..	..	..	..	49,753	432	50,185
4200. Electric Telegraph and train Control Equipment	..	..	..	..	..	..	..	..	..
4300. Station and Office Furniture	..	..	..	..	..	..	1,583	31	1,614
4400. Motors, Lorries, Steamers or Boats required for the general purposes of the Railway but not for public traffic.	..	..	..	..	..	..	-2,161	..	-2,161
4500. Miscellaneous	..	..	..	..	..	..	..	..	..
Total							49,175	463	49,638
V. Rolling Stock.—									
5100. Rail	..	..	..	..	..	..	-1,31,912	..	-1,31,912
5200. Ferries	..	..	..	..	..	..	..	..	..
5300. Road-Motor Cars and Lorries for public traffic	..	..	..	..	..	..	..	..	..
Total							-1,31,912	..	-1,31,912
VI. General Charges.—									
6100. Plant Construction	..	..	..	..	..	..	-1,577	..	-1,577
6200. Pay and Allowances	..	..	..	..	..	..	..	..	..
6300. Operating Expenses pending opening of the line to traffic	..	..	..	..	..	..	..	..	..
6400. Office Expenses	..	..	..	..	..	..	..	..	..
6500. Residential quarters	..	..	..	..	..	..	..	..	..
6600. Instruments	..	..	..	..	..	..	..	..	..
6700. General Charges on Stores	..	..	..	..	..	..	..	..	..
6800. Loss of Cash and Stores	..	..	..	..	..	..	1	..	1
Total							-1,576	..	-1,576
VII. Collieries							..	..	..
VIII. Miscellaneous (Interest during construction etc.)							..	..	..
IX. Suspense							10,084	23,602	43,586
X. Purchase price of Khadro Line							..	11,92,948	11,92,948
Loss by Exchange	..	..	..	..	..	..	..	..	..
Total							..	..	..
Receipt on Capital Account							..	..	..
Total Expenditure for the year							-2,39,534	11,85,201	9,25,667

No. V.—Details of Capital Expenditure for the year ending 31st March 1943.

Particulars.							Jodhpur Railway.	Jodhpur Hyderabad Railway (British Section).	Total Metre Gauge System.
LINES IN COURSE OF CONSTRUCTION							Rs.	Rs.	Rs.
I. Preliminary Expenses.—									
1100. Survey Expenses	..	..	..	..	..	..	..	..	..
1200. Plant ..	..	..	..	..	..	..	..	..	..
1300. Establishment ..	..	..	..	..	..	..	..	..	..
Total							..	..	..
II. Land.—							..	..	..
III. Structural Engineering Works—									
3100. Formation	..	..	..	..	..	..	..	..	..
3200. Bridge Work	..	..	..	..	..	..	..	..	..
3300. Fencing	..	..	..	..	..	..	..	..	..
3400. Ballast	..	..	..	..	..	..	..	..	..
3500. Permanent Way..	..	..	..	..	..	..	..	..	..
3600. Electric Transmission Equipment	..	..	..	..	..	..	..	..	..
3700. Stations and Buildings	..	..	..	..	..	..	38	..	38
Total							38	..	38
IV. Equipment.—									
4100. Plant ..	..	..	..	..	..	..	..	..	..
4200. Electric Telegraph and Train Control Equipment	..	..	..	..	..	..	..	..	..
4300. Station and Office Furniture	..	..	..	..	..	..	..	..	..
4400. Motors, Lorries Steamers or Boats required for the general purposes of the Railway but not for public traffic	..	..	..	..	..	..	..	..	..
4500. Miscellaneous	..	..	..	..	..	..	..	..	..
Total							..	..	..
V. Rolling Stock—									
5100. Rail ..	..	..	..	..	..	..	..	..	..
5200. Ferries..	..	..	..	..	..	..	..	..	..
5300. Road Motor Cars and Lorries for public traffic	..	..	..	..	..	..	..	..	..
Total							..	..	..
VI. General Charges.—									
6100. Plant Construction	..	..	..	..	..	..	..	..	..
6200. Pay and Allowances	..	..	..	..	..	..	..	..	..
6300. Operating Expenses pending opening of the line to traffic	..	..	..	..	..	..	..	..	..
6400. Office Expenses	..	..	..	..	..	..	..	..	..
6500. Residential quarters	..	..	..	..	..	..	..	..	..
6600. Instruments	..	..	..	..	..	..	..	..	..
6700. General Charges on Stores	..	..	..	..	..	..	..	..	..
6800. Loss of Cash and Stores	..	..	..	..	..	..	..	..	..
Total							..	..	..
VII. Collieries							..	..	..
VIII. Miscellaneous (Interest during construction etc.)							..	..	..
IX. Suspense							..	..	..
X. Purchase price of Jhudo Line							..	..	..
Loss by Exchange							..	..	..
Deduct.—									
Receipt on Capital Account	..	..	..	..	..	..	..	..	..
Total Expenditure for the year							38	..	38
Grand Total							—2,39,496	11,65,201	9,25,705

No. VI.—Estimate of further Expenditure on Capital account for the year ending 31st March 1943.

Particulars						Total Expenditure from commencement of operations to end of the year		
						Jodhpur Railway	Jodhpur Hyderabad Railway (British Section)	Total Metre Gauge System.
Rs.						Rs.	Rs.	Rs.
LINES OPEN FOR TRAFFIC MORE THAN TWO YEARS.								
I. Preliminary Expenses.—	..	..	..	..	..	2,02,045*	..	2,02,045
1100. Survey Expenses..	..	..	..	..	..	4,376	35,660	40,036
1200. Plant ..	..	..	..	..	..	1,893	8,100	9,993
1300. Establishment ..	..	..	..	..	..	12,327	75,076	87,403
Total	..	..	..	..	..	2,20,641	1,18,836	3,39,477
II. Land ..	..	..	..	..	..	41,173	3,45,020	3,86,193
III. Structural Engineering Works	..	..	..	..	..	11,52,66,576	*84,17,247	2,36,83,823
3100. Formation ..	..	..	..	..	..	20,31,809	10,31,987	30,63,796
3200. Bridge Work ..	..	..	..	..	..	26,87,570	46,204	27,33,834
3300. Fencing ..	..	..	..	..	..	2,45,165	3,95,563	6,40,728
3400. Ballast ..	..	..	..	..	..	42,771	84,282	1,27,053
3500. Permanent Way..	..	..	..	..	..	8,26,046	4,58,703	12,84,749
3600. Electric Transmission Equipment	..	..	..	..	..	67,45,987	5,66,741	73,12,728
3700. Stations and Buildings ..	..	..	..	..	..	..	..	..
Total	..	..	..	..	..	2,78,45,924	1,10,00,787	3,88,46,711
IV. Equipment....	..	..	..	..	..	18,24,540*	..	18,24,540
4100. Plant ..	..	..	..	..	..	2,89,208	58,070	3,27,277
4200. Electric Telegraph and Train Control Equipment	..	..	..	..	..	52,629	30,407	83,036
4300. Station and Office Furniture ..	..	..	..	..	..	6,689	64,566	71,254
4400. Motors, Lorries, Steamers or Boats required for the general purposes of the Railway but not for public traffic	..	..	..	..	..	20,265	302	20,567
4500. Miscellaneous ..	..	..	..	..	..	10,077	..	10,077
Total	..	..	..	..	..	21,83,403	1,53,353	23,36,756
V. Rolling Stock ..	..	..	..	..	..	1,78,64,369*	..	1,78,64,369
5100. Rail ..	..	..	..	..	..	—4,16,485	..	—4,16,485
5200. Ferriss ..	..	..	..	..	..	..	..	..
5300. Road-Motor Cars and Lorries for public traffic ..	..	..	..	..	..	..	..	..
Total	..	..	..	..	..	1,74,47,884	..	1,74,47,884
VI. General Charges ..	..	..	..	..	..	3,58,631*	—10,890*	3,88,741
6100. Plant Construction ..	..	..	..	..	..	4,758	40,635	45,393
6200. Pay and Allowances ..	..	..	..	..	..	48,810	4,37,423	4,86,233
6300. Operating Expenses pending opening of the line to traffic	..	..	..	..	..	4,438	4,835	9,273
6400. Office Expenses ..	..	..	..	..	..	3,976	8,870	12,846
6500. Residential quarters ..	..	..	..	..	..	2,271	3,600	5,870
6600. Instruments ..	..	..	..	..	..	239	491	730
6700. General Charges on Stores..	..	..	..	..	..	11,506	27,076	38,581
6800. Loss of Cash and Stores ..	..	..	..	..	..	140	48	188
Total	..	..	..	..	..	4,34,869	5,03,184	9,38,053
VII. Collieries ..	..	..	..	..	..	..	..	..
VIII. Miscellaneous (Interest during construction etc.)	..	..	..	..	..	..	..	..
IX. Suspense ..	..	..	..	..	..	16,80,555	35,174	17,15,729
X. Purchase price of Jhudo and Khadro Lines ..	..	..	..	..	..	..	23,41,597	23,41,597
Loss by Exchange ..	..	..	..	..	..	..	27,238	27,238
Deduct—	..	..	..	..	..	..	..	..
Receipt on Capital Account ..	..	..	..	..	..	..	21,074	21,074
Total Expenditure for the year ..	..	..	..	..	..	4,93,54,454	1,45,04,117	6,43,58,571

* Expenditure to end of March 1933, recorded under old heads cannot be distributed in accordance with the revised Classification.

† Represents amount of Ballast and Permanent Way combined to end of March 1933, which cannot be distributed separately

No. VI.—Estimate of further Expenditure on Capital account for the year ending 31st March, 1943.

Particulars							Total expenditure from commencement of operation to end of the year.		
							Jodhpur Railway	Jodhpur Hyderabad Railway (British Section)	Total Metre Gauge System.
LINES IN COURSE OF CONSTRUCTION.							Rs.	Rs.	Rs.
I. Preliminary Expenses	..	..	..	..	..	..	57,394*	..	57,394
1100. Survey Expenses	..	..	..	..	..	..	..	..	..
1200. Plant	..	..	..	..	..	..	..	..	..
1300. Establishment	..	..	..	..	..	..	..	..	..
Total	..	..	..	..	..	..	57,394	..	57,394
II. Land	..	..	..	..	..	..	..	..	..
III. Structural Engineering Works—									
3100. Formation	..	..	..	..	..	..	..	..	..
3200. Bridge Work	..	..	..	..	..	..	..	..	..
3300. Fencing	..	..	..	..	..	..	..	..	..
3400. Ballast	..	..	..	..	..	..	..	..	..
3500. Permanent Way	..	..	..	..	..	..	..	..	..
3600. Electric Transmission Equipment	..	..	..	..	..	..	..	..	..
3700. Stations and Buildings	..	..	..	..	..	..	..	..	..
Total	..	..	..	..	..	..	..	..	..
IV. Equipment.—									
4100. Plant	..	..	..	..	..	..	..	..	..
4200. Electric Telegraph and Train Control Equipment	..	..	..	..	..	..	..	..	..
4300. Station and Office Furniture	..	..	..	..	..	..	..	..	..
4400. Motors, Lorries, Steamers or Boats required for the general purposes of the Railway but not for public traffic	..	..	..	..	..	..	..	..	..
4500. Miscellaneous	..	..	..	..	..	..	..	..	..
Total	..	..	..	..	..	..	..	..	..
V. Rolling Stock—									
5100. Rail	..	..	..	..	..	..	..	..	..
5200. Ferries	..	..	..	..	..	..	..	..	..
5300. Road Motor Cars and Lorries for public Traffic	..	..	..	..	..	..	..	..	..
Total	..	..	..	..	..	..	..	..	..
VI. General Charges—									
6100. Plant Construction	..	..	..	..	..	..	..	..	..
6200. Pay and Allowances	..	..	..	..	..	..	..	..	..
6300. Operating Expenses pending opening of the line to traffic	..	..	..	..	..	..	..	..	..
6400. Office Expenses	..	..	..	..	..	..	..	..	..
6500. Residential quarters	..	..	..	..	..	..	..	..	..
6600. Instruments	..	..	..	..	..	..	..	..	..
6700. General Charges on Stores	..	..	..	..	..	..	..	..	..
6800. Less of Cash and Stores	..	..	..	..	..	..	..	..	..
Total	..	..	..	..	..	..	..	..	..
VII. Collieries	..	..	..	..	..	..	..	..	..
VIII. Miscellaneous (Interest during construction etc.)	..	..	..	..	..	..	..	..	..
IX. Suspense	..	..	..	..	..	..	..	..	..
X. Purchase price of Jhudo Line	..	..	..	..	..	..	..	..	..
Loss by Exchange	..	..	..	..	..	..	..	..	..
Deduct.—									
Receipt on Capital Account	..	..	..	..	..	..	..	..	..
Total Expenditure for the year	..	..	..	..	..	..	57,394	..	57,394
GRAND TOTAL	..	..	..	..	..	..	4,99,11,848	1,45,04,117	6,44,15,965

*Expenditure to end of March 1938 recorded under old heads cannot be distributed in accordance with the revised Classification.

†Represents amount of Ballast and Permanent way combined to end of March 1938, which cannot be distributed separately.

Note.—The Capital expenditure in connection with construction projects which are open for traffic more than two years and the completion reports for which have not been sanctioned by competent authority has been added under "Open Line" in Statement No. VI as per Controller of Railway Accounts letter No. 173 A.C.—39 dated 31st January 1940. The Figures shown in this Statement will not agree with the up to date figures shown in the Schedules accompanying the Capital accounts for March 1943.

No. VII.—CAPITAL ACCOUNT.

JODHPUR-HYDERABAD RAILWAY.—(British Section.)

Dr.			By—			Cr.
	Open Line	Construc- tion		Open Line.	Construc- tion	
	Rs.	Rs.		Rs.	Rs.	
To expenditure incurred in India	1,14,14,886	13,00,501	I.—Preliminary Expenses—			
			1100. Survey Expenses	24,646	11,014	
To expenditure incurred in England .. ..	..	..	1200. Plant	3,340	4,761	
			1800. Establishment	56,890	18,186	
Stores @ 2s a rupee to end of 1926-27 Rs. 15,01,966 ..			II.—Land.	2,56,681	88,839	
Stores @ 1s 6d a rupee during 1927-28 Rs. 2,86,784			III.—Structural Engineering Works	84,17,247*	..	
Stores from 1928-29 to 1942-43 Rs. Nil. ..	17,88,760	..	3100. Formation	8,02,070	1,39,917	
Miscellaneous .. ..	..	..	3200. Bridge Work	—62,309	1,08,573	
To charge for leave and pension allowances ..	20,522	..	3300. Fencing	3,65,642	29,921	
To charge for Capitalization of abatement of land revenue	40,022	..	3400. Ballast	3,991	80,291	
			3500. Permanent Way	43,302	4,15,401	
			3600. Electric Transmission Equipment ..	..	..
			3700. Stations and Buildings	2,60,033	3,06,658	
			IV.—Equipment			
			4100. Plant	55,834	2,245	
			4200. Electric Telegraph and Train Control Equipment	26,500	3,907	
			4300. Station and Office furniture	55,853	8,707	
			4400. Motors, Lorries, Steamers or boats required for the general purposes of the Railway but not for public traffic	302	..	
			4500. Miscellaneous .. ..	..	..
			V.—Rolling Stock			
			5100. Rail .. ..	..	..
			5200. Lorries .. ..	..	..
			5300. Road-Motor Cars and Lorries for public traffic .. ..	..	..
			VI.—General Charges	—19,890*	..	
			6100. Plant construction	31,585	9,050	
			6200. Pay and allowances	3,75,137	62,286	
			6300. Operating Expenses pending opening of the line to traffic .. ..	..	4,835	
			6400. Office expenses	800	8,004	
			6500. Residential Quarters	60	3,639	
			6600. Instruments .. ..	..	491	
			6700. General charges on Stores	13,253	13,822	
			6800. Loss of Cash and Stores .. ..	..	48	
			VII.—Collieries .. ..	..	..
			VIII.—Miscellaneous (interest during construction) ..	..	..
			Loss by exchange	27,238	..	
			IX.—Suspense Accounts	35,174	..	
			Total	1,03,63,440	13,20,145	
			X.—Purchase price of Jhudo and Khadro Lines ..	23,41,507	..	
			Total	1,32,05,046	13,20,145	
			Deduct.—			
			Receipts on Capital Accounts	1,430	19,644	
			Net Capital Outlay	1,32,03,616	13,00,501	
			Add.—Charge for leave and pension allowances ..	20,522	..	
			Add.—Charge for Capitalization of abatement of land revenue	40,022	..	
Total	1,32,64,160	13,00,501	Total	1,32,64,160	13,00,501	

* Expenditure to end of March 1938 recorded under old heads cannot be distributed in accordance with the revised Classification.

A. BALAKRISHNAN,
for Manager,
Jodhpur Railway.

Dated, the 15th June, 1943.

No. VIII. (Continued.)

JODHPUR RAILWAY—(Jodhpur section)

Revenue Accounts for the year ending 31st March 1943.

Cr.

Dr.

Expenditure.				Earnings.		
Percentage on gross earnings.	Previous year.	Particulars.	Year ended 31st March 1943.	Percentage on gross earnings.	Previous year.	Particulars.
	Rs.		Rs.		Rs.	
7.58	8,72,049	To Maintenance of structural works.	8,47,896	6.66		
15.04	17,31,399	" Maintenance and supply of Loco-motive power ..	17,69,807	13.90		
2.78	3,20,191	" Maintenance of Carriage and Wagon Stock ..	7,30,594	5.74		
6.70	7,71,047	" Expenses of Traffic Department..	9,15,010	7.18		
2.78	3,19,867	" Expenses of General Departments.	3,64,753	2.86		
2.63	3,02,865	" Miscellaneous Expenses ..	3,13,544	2.46	4,01,525	Upper Classes ..
1.50	1,72,008	" Electrical Service Department. ..	1,83,802	1.44	28,71,634	Third Class ..
1.76	2,02,388	" Renewal & Replacement Expenditure.. ..	25,36,911	19.92	6,04,303	Other Traffic. ..
..	..	Payment to worked lines :—	..	..	70,84,013	II.—Earnings from Goods Traffic
..	..	(a) Net Earnings	..	..
..	..	(b) Rebate .. ..	..	..
..	..	(c) Subsidy .. ..	..	..	5,47,278	III —Miscellaneous Earnings ..
40.77	46,92,314	To Total, Working Expenses ..	76,62,317	60.16		
59.23	68,16,439	Balance, Net Earnings ..	50,73,207	39.84		
100.00	1,15,08,753	Total ..	1,27,35,524	100.00	1,15,08,753	Total Earnings ..
						1,27,35,524

By I.—Earnings from Coaching Traffic.—

Rs.

Passenger Traffic.—

6,07,261

32,78,691

8,48,057

72,78,194

7,23,321

II.—Earnings from Goods Traffic

III —Miscellaneous Earnings ..

Total Earnings ..

A. BALAKRISHNAN,
for Manager,
Jodhpur Railway.

Dated, the 15th June, 1943.

JODHPUR-HYDERABAD RAILWAY (British Section).

(Including M. K. B. Railway)

1943.

Cr

Earnings.

Percentage on gross earnings.	Previous year.	Particulars.	31st March 1943.	on gross earnings.	Previous year.	Particulars.	Year ended 31st March 1943.
	Rs.		Rs.		Rs.		Rs.
7.45	4,14,433	To Maintenance of structural works.	3,96,804	6.40			
15.44	8,58,490	„ Maintenance and supply of Locomotive Power ..	8,19,154	13.22			
2.87	1,59,316	„ Maintenance of Carriage and Wagon Stock ..	2,24,621	3.63			
6.92	3,84,827	„ Expenses of Traffic Department ..	4,61,263	7.44			
3.08	1,71,393	„ Expenses of General Departments.	1,93,970	3.13			
9.22	5,12,398	„ Miscellaneous Expenses ..	5,07,106	8.18	2,83,305	Upper Classes ..	4,62,322
1.60	88,666	„ Electrical Service Department ..	96,016	1.55	17,78,114	Third Class ..	18,48,872
1.74	97,065	„ Renewal & Replacement Expenditure ..	79,904	1.29	2,63,321	Other Traffic ..	3,69,793
2.78	1,54,727	Payment to worked lines—		1.79	31,36,443	II. Earnings from Goods Traffic.	33,29,263
..	..	(a) Net Earnings	1,11,147	..			
..	..	(b) Rebate ..	..	..	
..	..	(c) Subsidy ..	..	..	99,648	III. Miscellaneous Earnings ..	1,86,831
51.10	28,41,345	To Total, working Expenses ..	28,89,985	46.63			
48.90	27,19,486	Balance, Net Earnings ..	33,07,096	53.37			
100.00	55,60,831	Total ..	61,97,081	100.00	55,60,831	Total Earnings ..	61,97,081

Dated, 15th June, 1943.

A. BALAKRISHNAN,
For Manager,
Jodhpur Railway.

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(*) Includes figures for 9 months only viz. from 1st April 1942 to 31st December 1942 as this line was purchased by the Government of India on the 1st January 1943.

Dated, the 15th June, 1943.

A. BALAKRISHNAN,
For Manager,
Jodhpur Railway.

JODHPUR RAILWAY.—(System.)

Summary of Working Expenses for the year ending 31st March 1943.

[illegible]

Abstract A.

No. X.—Maintenance of Structural Works.

Year ending 31st March, 1942.

Year ending 31st March, 1943.

Total.	Jodhpur-Hyderabad Railway (British Section).	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur-Hyderabad Railway (British Section).	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
61,275	29,894	54,881	I. GENERAL ADMINISTRATION.—			
..	..	..	1100. Pay and Leave Salary.—	55,454	27,718	83,172
..	..	..	1110. Administrative and Executive Officers ..	..	..	..
..	..	..	1111. Civil Engineers ..	..	..	..
..	..	..	1112. Signal Engineers ..	..	..	..
..	..	..	1113. Bridge Engineers ..	..	..	..
			1120. Subordinate supervising staff			
45,034	13,125	81,009	1121. Permanent Way ..	34,428	15,999	50,427
24,851	6,730	18,121	1122. Works ..	20,632	6,679	27,311
7,005	2,140	4,856	1123. Signal and Inter-locking ..	5,839	1,518	7,357
..	..	..	1124. Bridge ..	..	..	..
60,339	20,097	40,292	1130. Office Staff ..	42,033	20,434	62,467
..	..	..	1131. Way and Works ..	..	..	..
..	..	..	1132. Signal and Inter-locking ..	..	..	..
..	..	..	1133. Bridge ..	..	..	..
5,954	1,881	3,973	1200. Travelling and other Compensatory Allowances..	7,778	3,890	11,668
..	..	..	1300. Passages			
..	..	..	1301. Officers ..	7	—7	..
..	..	..	1302. Subordinates ..	..	..	..
7,372	2,453	4,919	1400. Contingent Office expenses..	6,034	3,018	9,052
9,963	3,310	6,647	1500. Overseas pay of Officers paid in England	4,923	2,504	7,427
..	..	..	1600. Leave salary of Officers and Subordinates paid in England.	425	194	619
..	..	..	1700. Pay and leave salary in lieu of notice to retrenched personnel.	..	..	..
2,41,843	76,745	1,05,093	A—1. TOTAL GENERAL ADMINISTRATION ..	1,77,603	81,947	2,59,550
			II. ORDINARY REPAIRS AND MAINTENANCE.—			
			2100. Structural Works.—			
5,35,416	1,69,701	3,65,715	2110. Track (including sidings other than Workshop sidings).	4,20,615	1,82,074	6,03,589
15,276	4,205	11,071	2111. Wages of Permanent Gangs. (i) Ordinary.	..	..	..
5,247	3,002	2,245	(ii) Special..	14,810	2,844	17,654
30,105	10,583	10,522	2112. Wages of Temporary Gangs. (i) Ordinary.	1,490	603	2,093
6,204	2,036	4,108	(ii) Special..	..	..	..
22,040	8,793	13,247	2113. Ballast ..	11,938	3,063	15,049
..	..	..	(ii) Special ..	59	4	63
52,176	10,330	41,845	2114. Permanent way and other stores	16,930	10,016	26,946
44,531	4,923	39,608	(i) Ordinary.	..	..	..
15,144	4,699	10,445	(ii) Special..	15,380	4,892	20,272
2,358	2,182	176	2115. Earth Work ..	1,496	49	1,545
..	..	..	(i) Ordinary.	15,562	3,349	18,911
..	..	..	(ii) Special ..	15	92	107
..	..	..	2120. Bridges (other than over and under Bridges)	..	..	..
..	..	..	(i) Ordinary.	10	..	10
..	..	..	(ii) Special ..	..	..	..
..	..	..	2130. Foot and Road over bridges and under bridges.	..	..	..
..	..	..	(i) Ordinary.	..	..	..
..	..	..	(ii) Special ..	..	..	..
2,707	1,877	830	2140. Tunnels ..	..	..	..
50,192	10,344	9,848	(i) Ordinary.	..	..	..
..	..	..	(ii) Special ..	..	..	..
825	332	93	2150. Service buildings.—	..	..	..
1,556	5,017	—3,491	2151. Offices ..	709	2,325	3,034
..	..	..	(i) Ordinary.	10,353	4,787	15,140
..	..	..	(ii) Special ..	..	..	..
..	..	..	2152. Stations ..	..	..	..
..	..	..	(i) Ordinary.	238	310	548
..	..	..	(ii) Special ..	—3,115	4,728	1,613
..	..	..	2153. Running Shed..	..	..	..
..	..	..	(i) Ordinary.	..	..	..
..	..	..	(ii) Special ..	..	..	..
..	..	..	2154. Workshops and Stores ..	..	..	..
..	..	..	(i) Ordinary.	..	..	..
..	..	..	(ii) Special ..	..	..	..
..	..	..	2155. Electric power stations and sub-stations.	..	..	..
..	..	..	(i) Ordinary.	..	..	..
..	..	..	(ii) Special ..	..	..	..
9,707	2,924	6,683	2160. Residential Staff Quarters.—	..	..	..
30,962	12,411	33,541	2161. Rent returning ..	4,906	2,973	7,879
..	..	..	(i) Ordinary.	23,536	10,870	34,406
..	..	..	(ii) Special ..	..	..	..
..	..	..	2162. Non-rent returning ..	239	43	282
..	..	..	(i) Ordinary.	..	..	..
..	..	..	(ii) Special ..	..	..	..
..	..	..	2163. Welfare of building ..	..	..	..
..	..	..	(i) Ordinary.	..	..	..
..	..	..	(ii) Special ..	..	..	..
8,16,029	2,72,714	5,31,715	2170. Shore connections at Ferries ..	5,40,219	2,33,922	7,74,171
			Carried Over ..			

Abstract A.—(Concluded.)

No. X.—Maintenance of Structural Works.

Year ending 31st March, 1942.

Year ending 31st March, 1943.

Total.	Jodhpur Hyder- bad Railway. (British Section)	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hyder- bad Railway. (British Section)	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
8,14,439	2,62,714	5,51,725	Brought Forward ..	5,40,249	2,33,922	7,74,171
..	..	..	2180. Ecclesiastical.—	..	..	..
..	..	..	2181. Churches (i) Ordinary	..	..	..
..	..	..	.. .. (ii) Special ..	..	..	..
..	..	..	2182. Monuments (i) Ordinary.	..	..	..
..	..	..	.. .. (ii) Special ..	..	..	..
1,946	536	1,410	2190. Miscellaneous.—	..	..	..
..	..	..	2191. Service Roads (i) Ordinary	..	469	469
..	..	..	.. .. (ii) Special ..	..	..	..
10,315	6,213	4,102	2192. Other than service roads	4,117	4,711	8,828
..	..	..	(fencing etc.) (i) Ordinary.	..	..	..
..	..	..	.. .. (ii) Special ..	..	..	..
17,993	4,361	13,632	2200. Equipment.—	..	..	..
..	..	..	2210 Engineers' tools and plants	9,233	5,063	14,296
1,738	465	1,273	2220. Service Motor Cars (Rail, Road and Trolleys).	..	..	..
2,152	793	1,359	2221. Repair costs	1,041	332	1,373
..	..	..	2222. Working costs	1,616	1,022	2,638
467	93	369	2230 Furniture and office equipment	247	83	280
33,908	10,865	23,021	2240. Station Machinery	20,292	8,943	29,235
..	..	..	2241. For water .. ..	..	..	..
..	..	..	2242. Other than for water (i) Ordinary.	..	..	..
..	..	..	.. .. (ii) Special ..	..	..	..
23,400	3,797	19,603	2250. Signal and inter-locking works.	..	..	..
595	183	407	2251. Interlocked and semi-interlocked (i) Ordinary.	9,031	3,647	12,678
..	..	..	.. .. (ii) Special ..	468	- 8	460
..	..	..	2252. Non-interlocked (i) Ordinary.	..	..	..
..	..	..	.. .. (ii) Special ..	..	..	..
16,160	..	16,160	2300. Conservancy of rivers	8,892	..	8,892
6,016	3,534	2,482	2400. Plantations, Nurseries and Gardens	4,350	3,046	7,396
99,230	38,902	60,323	2500. New Minor works.	..	..	..
1,334	1,384	..	2501. Original works or additions	76,436	56,136	1,32,572
..	..	..	2502. Replacements .. ..	..	..	..
17,536	4,352	13,234	2600. Miscellaneous expenses.	..	..	..
1,401	597	804	2601. Carriage of Revenue Stores (i) Ordinary.	2,540	1,501	4,041
1	..	1	.. .. (ii) Special ..	308	..	308
-1,590	-175	-1,415	2602 Loss of cash	-6	..	-6
..	..	..	2603. Loss of stores. (Physical losses) .. ..	..	9	9
-2,469	-976	-1,493	2604 Loss of stores depreciation or deterioration ..	-8,521	-3,969	-12,480
..	..	..	2700. Leave allowances and pay in lieu of notice to re- trenched personnel .. ..	..	..	..
10,44,670	3,37,718	7,06,952	A—II. TOTAL REPAIRS AND MAINTENANCE ..	6,70,293	3,14,857	9,85,150
2,89,683	63,451	2,25,232	IV. Appropriation to Depreciation Reserve Fund or Replacements and Renewals.—	..	..	..
29,904	23,132	1,772	4100. Structural Works.	..	..	..
..	..	..	4101. Track (Running lines sidings and yards) ..	1,71,003	95,455	2,66,458
4,209	2,249	1,960	4102. Bridges and works incidental thereto ..	2,75,333	6,329	2,81,692
..	924	-924	4103. Tunnels and works incidental thereto ..	..	..	..
793	793	..	4104. Service buildings	15,139	2,328	17,467
..	..	..	4105. Residential staff quarters	-964	964	..
..	..	..	4106. Shore connections at ferries .. ..	..	..	..
..	..	..	4107. Miscellaneous	5,230	..	5,230
16,930	18,980	..	4200 Equipment.	..	..	..
936	936	..	4201. Station Machinery .. ..	..	13,591	13,591
..	..	..	4202. Signal and inter-locking .. ..	..	..	..
..	..	..	4203. Service Motor cars and trolleys	2,161	..	2,161
-43,602	-18,450	-25,152	4204. Miscellaneous .. ..	..	..	..
..	..	..	4300. Credits for released materials	31,947	-39,227	-71,174
..	..	..	4510. Appropriation to Reconstruction Fund ..	21,00,000	..	21,00,000
2,99,953	97,035	2,02,888	TOTAL REPLACEMENTS AND RENEWALS ..	25,35,985	79,440	26,15,425
..	..	..	4400. Net Appropriation to Depreciation Reserve Fund plus or minus .. ..	..	..	..
..	..	..	IV. Total Appropriation to Depreciation Reserve Fund ..	..	..	..
15,86,466	5,11,528	10,74,938	TOTAL ABSTRACT A ..	33,83,831	4,76,244	38,60,125

Value of Stores returned to Stock and credited during the year 1942-43 is Rs 65,392 (J. R. 23,738/- & JHR 41,654/-)

② Vide Manager's letter No. M21B-1/Vol.IV/250 dated 29th April 1943 to the Railway Board.

Abstract B.

No. X.—Maintenance and Supply of Locomotive Power.

Year ending 31st March, 1942.

Year ending 31st March, 1943.

Total.	Jodhpur Hydera- bad Railway (British Section).	Jodhpur Railway	Particulars.	Jodhpur Railway.	Jodhpur Hydera- bad Railway (British Section).	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
			I.—GENERAL ADMINISTRATION—			
			1100. Pay and Leave salary—			
			1110. Officers—			
6,680	2,223	4,457	1111. Administrative	4,613	2,307	6,920
11,184	3,722	7,462	1112. Workshops	8,012	4,008	12,020
11,158	3,723	7,435	1113. Running	8,087	4,045	12,132
			1120. Subordinate Supervising Staff—			
429	143	286	1121. Administrative Offices .. ..	..	..	..
22,833	7,509	15,324	1122. Workshops	14,736	7,370	22,106
25,587	8,546	17,041	1123. Running	15,800	7,908	23,708
			1130. Office Staff—			
27,276	9,078	18,198	1131. Administrative Offices	19,507	9,760	29,267
12,191	4,057	8,134	1132. Workshops	7,223	3,612	10,835
13,255	4,411	8,844	1133. Running	9,314	4,659	13,973
4,854	1,615	3,239	1200. Travelling and Compensatory Allowances ..	8,031	4,017	12,048
			1300. Passages—			
..	..	..	1301. Officers .. ..	..	..	..
..	..	..	1302. Subordinates .. ..	..	..	..
4,215	1,403	2,812	1400. Contingent Office expenses	3,066	1,533	4,599
3,181	1,059	2,122	1500. Overseas pay of officers paid in England ..	1,586	793	2,379
30	10	20	1600. Leave salary of officers and subordinates paid in England	341	170	511
..	..	..	1700. Pay and leave salary in lieu of notice to retrenched personnel .. ..	..	..	..
1,43,903	47,591	96,312	B. I—Total General Administration	1,00,316	50,173	1,50,489
			II.—ORDINARY REPAIRS AND MAINTENANCE—			
			2100. Locomotives—			
			2110. Running repairs—			
65,531	21,926	43,605	2111. Repairing and fitting { Wages	47,571	23,793	71,364
37,207	12,403	24,804	done in sheds .. { Materials	21,002	10,954	31,956
38,702	12,480	26,222	2112. Works done in Shops { Wages	27,558	13,783	41,341
1,35,502	42,816	92,686	for sheds .. { Materials	89,779	44,003	1,33,782
..	..	..	2113. Leave salary paid in { Wages .. ..	..	..	..
..	..	..	England .. { Materials .. ..	..	..	..
2,70,504	90,024	1,80,480	Total (Carried Over)	1,86,810	93,433	2,80,243

Abstract B—(Contd.)

No. X.—Maintenance and supply of Locomotive Power.

Year ending 31st March, 1942.

Year ending 31st March, 1943.

Total.	Jodhpur Hyder- abad Railway. (British Section)	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hyder- abad Railway. (British Section.)	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
2,70,504	90,024	1,80,480	Brought Forward ..	1,86,810	93,433	2,80,243
			2120. Workshops repairs (Outturn from manu- facture suspense)—			
84,731	28,199	56,532	2121. Periodical overhauls .. { Wages ..	81,318	40,672	1,21,990
84,425	28,097	56,328	.. { Materials ..	92,554	46,291	1,38,845
			2122. Intermediate overhauls { Wages ..	845	423	1,268
9,807	3,264	6,543	.. { Materials ..	1,067	534	1,601
8,833	2,910	5,923				
..	..	..	2123. Special overhauls .. { Wages ..	265	132	397
..	..	..	.. { Materials ..	143	72	215
..	..	..	2124. Superheater and other { Wages ..	1,114	557	1,671
..	..	..	.. conversions .. { Materials ..	2,088	1,044	3,132
..	..	..	2125. Other Repairs .. { Wages ..	..	..	..
..	..	..	.. { Materials ..	..	..	..
..	..	..	2126. Special Adjustments .. { Wages ..	..	..	..
..	..	..	.. { Materials ..	..	..	..
..	..	..	2127. Trials and experiments { Wages ..	..	..	..
111	37	74	.. { Materials ..	393	196	589
14,423	4,500	9,923	2128. Overcharges and Under- { Wages ..	1,633	816	2,449
—5,613	—1,868	—3,745	.. charges on cost .. { Materials ..	2,377	1,188	3,565
—3,842	—1,279	—2,563	2129. Overcharges and Under- { Wages ..	..	..	..
..	..	..	.. charges manufacture .. { Materials ..	..	..	..
..	..	..	.. and repairs .. { Wages ..	..	..	..
..	..	..	2129. A. Trainees. .. { Materials ..	—140	—71	—211
..	..	..	..	—301	—150	—451
..	..	..	2200. Equipment—			
8	3	5	2210. Machinery and Tools—			
2,042	680	1,362	2211. Shed machinery and { Wages ..	—3	—1	—4
3,293	1,096	2,197	.. tools .. { Materials ..	1,503	752	2,255
2,384	794	1,590	2212. Wages of pump fitting { Wages ..	2,518	1,260	3,778
14,355	4,777	9,578	.. staff, pumps, materials .. { Materials ..	1,071	535	1,606
10,797	3,593	7,204	.. and tools for pumps ..			
15,458	5,144	10,314	2213. Workshop machinery { Wages ..	10,529	5,266	15,795
19,380	3,454	6,926	.. (outturn from manufac- { Materials ..	8,894	4,448	13,342
..	..	..	.. ture suspense) ..			
..	..	..	2214. Wages of pump fitting { Wages ..	8,951	4,477	13,428
..	..	..	.. staff etc. .. { Materials ..	7,481	3,741	11,222
..	..	..	2220. Service Motor Cars (Rail and Road and { Wages ..	..	..	..
..	..	..	.. Trolleys)—	..	..	..
..	..	..	2221. Repair Costs .. { Materials ..	3	2	5
22	7	15	2222. Working Costs .. { Wages ..	16	8	24
25	8	17	.. { Materials ..	17	9	26
295	98	197	2230. Furniture and Office equip- { Wages ..	281	141	422
491	163	328	.. ment .. { Materials ..	343	172	515
..	..	..	2300. Now minor works—			
..	..	..	2301. Original works or { Wages ..	..	..	..
..	..	..	.. additions .. { Materials ..	1,559	779	2,338
..	..	..	2302. Replacements .. { Wages ..	2,215	1,108	3,323
..	..	..	.. { Materials ..	—1,170	—585	—1,755
..	..	..	2400. Pay and leave salary in lieu of notice to { Wages ..	..	..	..
..	..	..	.. retrenched personnel ..	..	..	..
..	..	..	2500. Replacements and renewals expenditure in { Wages ..	..	..	..
..	..	..	.. respect of Darbar, foreign and Provincial worked { Materials ..	..	..	..
2,34,325	74,558	1,59,767	.. lines Jodhpur Hyderabad Railway (British Section) ..	98,383	43,710	1,42,093
..	..	..	2510. Appropriation to Reconstruction Fund ..	1,21,000	..	1,21,000
7,00,304	2,49,604	5,10,700	B. II.—Total Ordinary repairs and Maintenance ..	6,33,757	2,50,959	8,84,716
			III.—OPERATING EXPENSES—			
			3100. Running Staff—			
1,05,236	35,355	70,881	3101. Wages of Loco Crews ..	80,645	40,335	1,20,980
1,09,087	36,304	72,783	3102. Mileage and overtime ..	64,942	32,481	97,423
79,569	26,481	53,088	3103. Wages of shed and yard cleaning ..	64,299	32,159	96,458
7,082	2,357	4,725	3104. Contingent charges including clothing ..	4,153	2,077	6,230
..	..	..	3105. Leave allowances paid in England ..	..	..	..
..	..	..	3106. Passages for non-gazetted staff ..	..	..	..
3,01,974	1,00,497	2,01,477	Total (Carried Over) ..	2,14,089	1,07,052	3,21,091

Abstract B.—(Concluded).

No. X.—Maintenance and Supply of Locomotive Power.

Year ending 31st March, 1942.

Year ending 31st March, 1943.

Total.	Jodhpur Hyder- abad Railway. (British Section).	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hyder- abad Railway. (British Section).	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
3,01,974	1,00,497	2,01,477	Brought Forward ..	2,14,039	1,07,052	3,21,091
2,63,997	87,858	1,76,139	3200. Fuel— 3210. Coal— 3211. Indian 3212. Foreign 3220. Latent Fuel 3230 Oil Fuel 3240. Wood and other Fuel 3250. Freight on Fuel— 3251. Sea and Foreign Railway 3252. Home Railway 3260. Handling charges on Fuel 3270. Losses of Fuel 3280. Loss on working of State Railway Collieries 3300. Water 3400. Oil, Tallow and other Stores	1,71,161	85,606	2,56,767
1,495	408	907	Weight in Tons. 87,028	899	460	1,349
7,31,265	2,43,305	4,87,960	Cost at Pits mouth. 4'08	4,42,802	2,21,248	6,63,010
1,67,559	55,763	1,11,796	3251. Sea and Foreign Railway 3252. Home Railway 3260. Handling charges on Fuel 3270. Losses of Fuel 3280. Loss on working of State Railway Collieries 3300. Water 3400. Oil, Tallow and other Stores	85,651	42,830	1,28,480
7,629	2,539	5,090	3251. Sea and Foreign Railway 3252. Home Railway 3260. Handling charges on Fuel 3270. Losses of Fuel 3280. Loss on working of State Railway Collieries 3300. Water 3400. Oil, Tallow and other Stores	4,403	2,202	6,605
8,497	2,825	5,660	3251. Sea and Foreign Railway 3252. Home Railway 3260. Handling charges on Fuel 3270. Losses of Fuel 3280. Loss on working of State Railway Collieries 3300. Water 3400. Oil, Tallow and other Stores	3,025	1,512	4,537
1,66,930	55,561	1,11,369	3251. Sea and Foreign Railway 3252. Home Railway 3260. Handling charges on Fuel 3270. Losses of Fuel 3280. Loss on working of State Railway Collieries 3300. Water 3400. Oil, Tallow and other Stores	69,375	34,698	1,04,073
31,337	11,427	22,910	3251. Sea and Foreign Railway 3252. Home Railway 3260. Handling charges on Fuel 3270. Losses of Fuel 3280. Loss on working of State Railway Collieries 3300. Water 3400. Oil, Tallow and other Stores	38,372	19,191	57,563
..	..	..	3500. Payments to other Railways— 3510 Payments to Budget lines entire system inc- luding worked lines if any Total J. Ry. J. H. Ry. .. ..	..	..	..
-4,264	-753	-1,511	3511. Haulage of trains. Receipts 2,972 1,081 991 Charges 1,496 997 499	-984	-492	-1,476
-11,231	-3,738	-7,493	3512. Shunting at Joint Stations. Receipts 9,283 6,188 3,095 Charges	-6,188	-3,095	-9,283
..	..	..	3513 Hire of Locomotives Receipts Charges .. ..	..	..	..
..	..	..	3520 Other payments (to non Budget lines other bodies such as Port Trust etc. and for hire of stock to new construction). .. ..	..	..	..
2,087	695	1,392	3521 Haulage of Trains Total J.RY. J.H.RY. Receipts 266 177 89	-177	- 89	-266
1	..	1	3522 Shunting at Joint Stations. 3523 Hire of Locomotives.	..	..	..
42,579	4,120	8,250	3600. Miscellaneous Expenses— 3601. Carriage of Revenue stores excluding fuel 3602. Loss of Cash	1,372	686	2,058
1,006	335	671	3603 Loss of Stores—Physical loss 3604. Loss of stores due to Depreciation or Deterioration	4,523	2,262	6,785
..	..	..	3700. Pay and leave salary in lieu of notice to retrenched personnel	7,901	3,952	11,853
16,55,651	3,60,935	11,24,716	B. III—Total Operating Expenses	10,35,734	5,18,022	15,53,756
..	..	..	IV.—Appropriation to Depreciation Reserve Fund or Replacements and Renewals— 4100. Steam Locomotives— 4101. Workshop Charges 4102. Other Charges and adjustments .. ..	..	..	..
..	..	..	4200. Steam Loco Boilers— 4201. Workshop Charges 4202. Other Charges .. ..	..	..	..
..	..	..	4300. Equipment— 4301. Workshop Machinery 4302. Running Shed Machinery 4303. Service Motor Cars	6,572	3,267	9,859
..	..	..	4400. Credits for released materials	-5,616	-2,523	-8,469
..	..	..	Total Replacements and Renewals	926	464	1,390
..	..	..	4500. Net appropriation to Depreciation Reserve Fund (4101 or 4201) .. ..	..	..	..
..	..	..	B. IV.—Total Appropriation to Depreciation Reserve Fund .. ..	..	..	..
23,82,446	5,21,440	17,71,006	Total Abstract 'B'	17,70,733	8,19,618	25,90,351

Value of Stores returned to stock and credited during the year 1942—43 is Rs. 18,441/- (I. R. 12,293/- & J. H. R. 6,148/-)

Abstract C.

No. X.—Maintenance of Carriage and Wagon Stock.

Year ending 31st March, 1942.

Year ending 31st March, 1943.

Total.	Jodhpur Hydera- bad Railway (British Section.)	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hydera- bad Railway (British Section.)	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
			I.—GENERAL ADMINISTRATION.—			
			1100. Pay and leave salary.—			
			1110. Officers —			
6,680	2,223	4,457	1111. Administrative	4,613	2,307	6,920
11,184	3,722	7,462	1112. Workshops	8,013	4,007	12,020
10,876	3,553	7,123	1113. Running	8,056	4,045	12,131
			1120. Subordinate Supervising Staff.—			
429	143	286	1121. Administrative Offices	23,748	11,877	35,625
29,710	9,888	19,822	1122. Workshops	2,933	1,467	4,400
4,100	1,364	2,736	1123. Running			
			1130. Office Staff.—			
27,274	9,077	18,197	1131. Administrative Offices	19,419	9,713	29,132
12,191	4,057	8,134	1132. Workshops	7,223	3,612	10,835
1,369	456	913	1133. Running	983	492	1,476
3,391	1,128	2,263	1200. Travelling and other compensatory allowances ..	6,580	3,266	9,796
			1300. Passages.—			
			1301. Officers			
			1302. Subordinates			
3,741	1,245	2,496	1400. Contingent Office Expenses	2,888	1,445	4,333
3,182	1,059	2,123	1500. Overseas pay of Officers paid in England ..	1,585	793	2,378
30	10	20	1600. Leave and salary of subordinates and Officers paid in England ..	340	170	510
			1700. Pay and leave salary in lieu of notice to retrenched personnel			
1,13,957	37,925	76,032	C.I.—TOTAL GENERAL ADMINISTRATION ..	86,361	43,194	1,29,555
			II.—ORDINARY REPAIRS AND MAINTENANCE.—			
			2100. Coaching Vehicles.—			
			2110. Running Repairs—			
4,613	1,602	3,211	2111. Work done on sick lines and train examining stations { Wages.	3,953	1,977	5,930
925	306	617	.. .. { Materials.	191	95	286
4,341	1,445	2,696	2112. Work done in Workshop for sick lines { Wages.	3,310	1,656	4,966
7,006	2,332	4,676	.. .. { Materials.	4,680	2,441	7,321
			2120. Workshop repairs (Outturn from manufacture suspense.)—			
			Passenger Carriages.—			
96,319	32,055	64,264	2121. Periodical Overhauls .. { Wages.	74,057	37,040	1,11,097
79,055	26,309	52,746	.. .. { Materials.	52,674	26,445	79,319
1,926	641	1,285	2122. Special Repairs .. { Wages.	424	212	636
3,030	1,003	2,022	.. .. { Materials.	527	264	791
106	35	71	2123. Petty Repairs .. { Wages.			
-26	-9	-17	.. .. { Materials.	-2	-1	-3
			2124. Other Repairs .. { Wages.			
			.. .. { Materials.			
-88	-29	-59	2125. Special Adjustments .. { Wages.	37	18	55
			.. .. { Materials.			
212	70	142	2126. Trials and Experiments .. { Wages.	749	374	1,123
2,060	685	1,375	.. .. { Materials.	233	117	350
-818	-272	-546	2127. Overcharges and under charges on cost .. { Wages.	339	170	509
			.. .. { Materials.			
			2128. Overcharges & under charges manufacture & repairs .. { Wages.			
-1,030	-343	-687	.. .. { Materials.			
-2,812	-936	-1,876	2129. Overcharges and under charges Training of War Technicians in the carriage workshop. { Wages.	-441	-220	-661
			.. .. { Materials.			
			2130. Workshop repairs (Out-turn from manufacture suspense) Other Coaching Vehicles (Tourist cars and Restaurant cars.)—			
21,309	7,092	14,217	2131. Periodical Overhauls .. { Wages.	6,400	4,201	12,601
20,649	6,872	13,777	.. .. { Materials.	5,988	2,995	6,983
120	40	80	2132. Special Repairs .. { Wages.	23	12	35
29	10	19	.. .. { Materials.	7	4	11
10	3	7	2133. Petty Repairs .. { Wages.	17	9	26
126	42	84	.. .. { Materials.	38	19	57
			2134. Other Repairs .. { Wages.			
			.. .. { Materials.			
			2135. Special Adjustments .. { Wages.			
			.. .. { Materials.			
			2136. Trials and Experiments .. { Wages.			
			.. .. { Materials.			
113	38	75	2137. Overcharges and Undercharges—On cost .. { Wages.			
			.. .. { Materials.			
			2138. Overcharges and Undercharges—Manufactures .. { Wages.			
			.. .. { Materials.			
			2200. Rail Cars —			
			2210. (Steam propelled) Running Repairs.—			
			2211. Work done in sick lines .. { Wages.			
			.. .. { Materials.			
			2212. Work done in Workshops for sick lines .. { Wages.			
			.. .. { Materials.			
2,37,377	78,998	1,58,379	Total (Carried Over) ..	1,55,604	77,828	2,33,432

Abstract C.—(Contd.)

No. X.—Maintenance of Carriage and Wagon Stock

Year ending 31st March, 1942.

Year ending 31st March, 1943.

Total.	Jodhpur Hydera- bad Railway (British Section.)	Jodhpur Railway	Particulars.	Jodhpur Railway.	Jodhpur Hydera- bad Railway (British Section.)	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
2,37,377	78,098	1,58,379	Brought Forward ..	1,55,604	77,828	2,33,432
			Workshop Repairs.—			
..	..	..	2213. Periodical Overhauls .. { Wages.	..	..	..
..	..	..	.. { Materials.	..	..	..
..	..	..	2214. Special Repairs .. { Wages.	..	..	..
..	..	..	.. { Materials.	..	..	..
..	..	..	2215. Petty Repairs .. { Wages.	..	..	..
..	..	..	.. { Materials.	..	..	..
..	..	..	2216. Other Repairs .. { Wages.	..	..	..
..	..	..	.. { Materials.	..	..	..
..	..	..	2217. Special Adjustments .. { Wages.	..	..	..
..	..	..	.. { Materials.	..	..	..
..	..	..	2218. Trials and Experiments .. { Wages.	..	..	..
..	..	..	.. { Materials.	..	..	..
			2220. (Internal combustion engine propelled).—			
			Running Repairs.—			
..	..	..	2221. Work done in sick lines .. { Wages.	..	..	..
..	..	..	.. { Materials.	..	..	..
..	..	..	2222. Work done in Workshops for sick lines .. { Wages.	..	..	..
..	..	..	.. { Materials.	..	..	..
			Workshop Repairs.—			
..	..	..	2223. Periodical Overhauls .. { Wages.	..	..	..
..	..	..	.. { Materials.	..	..	..
..	..	..	2224. Special Repairs. .. { Wages.	..	..	..
..	..	..	.. { Materials.	..	..	..
..	..	..	2225. Petty Repairs .. { Wages.	..	..	..
..	..	..	.. { Materials.	..	..	..
..	..	..	2226. Other Repairs .. { Wages.	..	..	..
..	..	..	.. { Materials.	..	..	..
..	..	..	2227. Special Adjustments .. { Wages.	..	..	..
..	..	..	.. { Materials.	..	..	..
..	..	..	2228. Trials and Experiments .. { Wages.	..	..	..
..	..	..	.. { Materials.	..	..	..
14,633	4,637	9,996	2300. Goods Vehicles.—			
2,427	803	1,619	2310. Running Repairs.—			
5,300	1,764	3,636	2311. Work done in sick lines .. { Wages.	11,806	5,004	17,710
17,503	5,825	11,678	.. { Materials.	726	363	1,089
			2312. Work done in Workshops for sick lines .. { Wages.	4,002	2,001	6,003
			.. { Materials.	10,690	5,347	16,037
			2320. Workshop repairs (Out-turn from manufacture suspense).—			
55,233	18,392	36,841	2321. Periodical Overhauls .. { Wages.	42,718	21,866	64,584
68,996	22,063	46,933	.. { Materials.	48,917	24,406	73,323
8,679	2,723	4,456	2322. Special Repairs .. { Wages.	3,691	1,846	5,537
7,400	2,403	4,937	.. { Materials.	5,816	2,909	8,725
400	136	273	2323. Petty Repairs .. { Wages.	..	..	..
852	329	660	.. { Materials.	..	..	..
..	..	..	2324. Other Repairs .. { Wages.	..	..	..
..	..	..	.. { Materials.	..	..	..
..	..	..	2325. Special Adjustments .. { Wages.	..	..	..
..	..	..	.. { Materials.	..	..	..
12,263	4,114	8,249	2326. Overcharges and Under-charges—On cost .. { Wages.	1,400	700	2,100
—1,607	—1,633	—3,274	.. { Materials.	2,037	1,019	3,056
..	..	..	2327. Overcharges and Under-charges—Manufacture .. { Wages.	..	..	..
..	..	..	.. { Materials.	..	..	..
68	33	65	2400. Payments to and receipts from Foreign Railways on account of damages to and deficiencies in interchanged stock. ..	—12,460	—6,231	—18,691
28	33	65	2500. Equipment.—			
47	16	31	2510. Machinery and tools.—			
1,785	541	1,244	2511. Sick lines repairs to sick lines .. { Wages.	—77	—38	—115
517	242	275	.. { Materials.	234	117	351
14,002	4,601	9,401	2512. Work repairs to sick lines .. { Wages.	1,350	694	2,043
10,444	3,510	7,014	.. { Materials.	741	370	1,111
			2513. Workshop machinery & tools. .. { Wages.	10,549	5,276	15,825
			.. { Materials.	9,783	4,893	14,676
3	2	3	2520. Service Motor Cars (Rail, Road and Trolleys).—			
44	15	31	2521. Repair Costs ..	5	2	7
213	142	325	2522. Working Costs ..	32	16	48
			2530. Furniture and Office Equipment ..	385	192	577
1,12,220	1,42,234	2,54,454	Total (Carried Over) ..	2,97,938	1,42,010	4,47,028

Abstract C.—(Concluded).

No. X.—Maintenance of Carriage and Wagon Stock.

Year ending 31st March, 1942.

Year ending 31st March, 1943.

Total	Jodhpur Hydera- bad Railway (British Section)	Jodhpur Railway	Particulars	Jodhpur Railway	Jodhpur Hydera- bad Railway (British Section)	Total.
Rs. 4,49,020	Rs. 1,49,034	Rs. 2,99,986	Brought Forward ..	Rs. 2,97,988	Rs. 1,49,040	Rs. 4,47,028
4,538	1,510	3,028	2600 New Minor Works.—			
14,061	4,670	9,382	2601. Original works or additions .. { Wages ..	2,054	1,027	3,081
-1,567	-518	-1,039	.. { Materials ..	2,036	1,018	3,054
4,490	1,494	2,996	2602. Replacements .. { Wages ..	1,183	591	1,774
			.. { Materials ..	353	177	530
			2700. Pay and leave salary in lieu of notice to retrenched personnel ..			
			2800. Replacements and Renewals expenditure in respect of Durbar, Foreign and Provincial worked lines ..			
-1,66,275	-55,600	-1,10,675	Jodhpur Hyderabad Railway British Section ..	2,940		12,117
			2810. Appropriation to Reconstruction Fund ..	2,97,940	3,227	2,91,167
3,04,877	1,01,199	2,03,678	C. II.—Total ordinary Repairs and maintenance ..	5,91,554	1,55,080	7,46,634
			III.—Operating Expenses.—			
49,515	16,479	33,036	3100. Inspection of Running Vehicles.			
9,293	3,093	6,200	3101. Examinors, Cleaners, Oilers, etc. ..	40,261	20,137	60,398
			3102. Oil, Grease and other Stores ..	5,994	2,998	8,992
			3103. Share of neutral control expenditure ..			
			3200. Rail Cars.			
			3210. (Steam propelled).			
			3211. Wages and overtime of drivers etc. ..			
			3212. Fuel ..			
			3213. Other expenses ..			
			3220. (Internal combustion engine propelled.)			
			3221. Wages and overtime of drivers etc. ..			
			3222. Pay and allowances of guards ..			
			3223. Fuel ..			
			3224. Other expenses ..			
			3300. Payments to Other Railways Hire of vehicles loaned ..			
			3310. Payments to Budget lines (entire System including worked lines if any) ..			
			3311. Hire of vehicles loaned ..			
			3320. Other payments (to non budget lines such as post Trust etc. and for hire of Stock to new construction) ..			
			3321. Hire of vehicles loaned ..			
			3400. Leave salary paid in England ..			
			3500. Passages for non-gazetted staff ..			
1,304	403	931	3600. Miscellaneous.—			
1		1	3601. Carriage of Revenue Stores ..	1,211	605	1,816
-253	-84	-169	3602. Loss of Cash ..			
723	241	482	Loss of Stores —			
			3603. Physical loss ..	-102	-51	-153
			3604. Loss of Stores due to Depreciation or Deterioration ..	5,315	2,658	7,973
			3700. Pay and leave salary in lieu of notice to retrenched personnel ..			
60,673	20,192	40,481	C. III.—Total Operating Expenses ..	52,679	26,347	79,026
			IV. Appropriation to Depreciation Reserve Fund. or Replacements and Renewals.			
			4100. Coaching Vehicles.			
			4101. Workshop charges ..			
			4102. Other charges ..			
			4200. Rail-Cars (Steam propelled)			
			4201. Workshop charges ..			
			4202. Other charges ..			
			4300. Rail Cars (Internal combustion engine propelled)			
			4301. Workshop charges ..			
			4302. Other charges ..			
			4400. Goods Vehicles.			
			4401. Workshop charges ..			
			4402. Other charges ..			
			4500. Equipment.			
			4501. Workshop Machinery ..			
			4502. Other Machinery ..			
			4503. Service Motor Cars ..			
			4600. Credits for released materials ..			
			Total Replacement and Renewals ..			
			4700. Net Appropriation to Depreciation Reserve Fund (+) or (-).			
			C. IV.—Total Appropriation to Depreciation Reserve Fund.			
4,79,607	1,59,316	3,20,191	Total Abstract C. ..	7,30,594	2,24,621	9,55,215

Value of stores returned to stock and credited during the year 1942-43 is Rs. 9,142—(J. Ry. 6,094 and J. H.R. 3,048)

Abstract D.

No. X.—Maintenance and working of Ferry steamers and harbours—Nil

Abstract E.

No. X.—Expenses of Traffic Department.

Year ending 31st March, 1942.

Year ending 31st March, 1943.

Total.	Jodhpur Hyderna- bad Railway (British Section.)	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hyderna- bad Railway (British Section.)	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
			I.—GENERAL ADMINISTRATION —			
			1100. Pay and leave salary ..			
			1110. Administrative and executive officers. (Chief Operating Superintendent, Chief Commercial Manager, Traffic Manager, Deputies and Assistants)	40,118	24,560	73,694
79,269	26,351	52,888	1120. Subordinate supervising staff			
81,233	27,068	54,265	1180. Office Staff	59,874	29,696	89,070
6,119	2,036	4,083	1200. Travelling and other compensatory allowances ..	9,003	4,503	13,506
			1300. Passages.—			
			1301. Officers			
—111	—37	—74	1302. Subordinates			
10,119	3,367	6,752	1400. Contingent Office expenses	7,950	3,976	11,926
13,215	4,403	8,837	1500. Share of expenditure of Wagon Interchange office.			
			1600. Overseas pay of officers paid in England	4,848	2,175	6,523
			1700. Leave salary of officers and subordinates paid in England	2,478	1,239	3,717
			1800. Pay and leave salary in lieu of notice to retrenched personnel			
1,50,974	63,223	1,26,751	E.-I.—Total General Administration ..	1,32,271	66,155	1,98,426
			II.—ORDINARY REPAIRS AND MAINTENANCE			
			2100. Equipment			
23,538	9,408	19,040	2101. Office and station furniture and equipment ..	12,264	6,134	18,398
			2102. Tarpauline, wagon covers, etc. Service motor cars (rail and road) and trollies	3,807	1,954	5,861
2,472	823	1,649	2103. Repair costs	808	401	1,212
1,359	452	907	2104. Working costs	629	264	793
610	213	427	E.-II.—Total Repairs and Maintenance ..	17,508	8,756	20,264
33,009	10,856	22,023				
			III.—OPERATING EXPENSES			
			3100. Pay, wages and allowances.			
			3101. General Operating Staff (Inspectors, canvass- ers, etc.)	15,242	7,623	22,865
21,923	7,203	14,627	3102. Station staff	2,91,602	1,46,846	4,37,447
4,22,695	1,40,673	2,82,022	3103. Train staff	50,521	25,268	75,789
78,601	26,481	53,110	3104. Mileage and overtime of train staff	24,318	12,163	36,481
39,444	13,127	26,317	3105. Travelling ticket examining staff	17,162	8,583	25,745
20,810	8,932	17,908	3106. Travelling and other compensatory allowances to line staff, traffic inspectors and canvassers, etc.	96,607	48,318	1,44,925
73,757	24,516	49,211	3107. Leave salary paid in England			
			3108. Passages for subordinates			
			3109. Pay and leave salary in lieu of notice to retrenched personnel			
			3200. Stores, stationery, forms, etc.			
			3201. Fires, lights and general stores for stations and traffic yards	24,442	12,225	36,667
37,038	12,328	24,712	3202. Water and general stores in trains	11,202	5,602	16,804
16,530	5,502	11,028	3203. Clothing	10,373	5,188	15,561
11,974	3,935	7,959	3204. Stationery, Forms and Tickets	54,521	27,269	81,790
42,520	14,151	28,369	3300. Expenses on handling, collection and delivery of goods.			
			3301. Loading and unloading charges	44,650	22,332	66,982
70,322	27,403	46,919	3302. Collection and delivery charges			
6,783	2,257	4,526	3400. Expenses at out-agencies	5,563	2,783	8,346
			3500. Payments to other Railways—			
			3510. Payments to Budget lines (entire system in- cluding worked lines if any on revenue account except conference hire and penalty charges Total. J.R. J.H.R.			
61,708	17,238	34,561	3511. Traffic expenses (Receipts at joint stations Charges 02,238 59,264 33,034	59,264	33,034	92,298
2,512	1,098	1,744	3512. Rent of stations (Receipts 456 456 jointly occupied Charges 21,003 14,001 7,002	13,545	7,002	20,547
			3513. Payment for running powers			
			3520. Other payment (to non budget lines, other bodies such as port trust etc.			
			3521. Traffic expenses at joint Station. Receipts 2,082 1,388 694	—1,388	—094	—2,082
			3522. Rent of stations jointly occupied 3,918 2,612 1,306	—2,612	—1,306	—3,918
15,559	6,276	12,683	3523. Payment for running powers			
10,418	3,610	7,236	3600. Conference hire and penalty charges on Inter- changed stock	37,183	18,599	55,787
			3700. Compensation for goods, etc., lost or damaged ..	12,474	6,230	18,713
			3800. Miscellaneous Expenses —			
			3801. Carriage of revenue stores	60	30	90
			3802. Loss of cash	3	2	5
—77	—23	—62	3803. Loss of stores, (physical loss)	—3	—2	—5
			3804. Loss of stores due to Depreciation or Deterio- ration	471	236	707
—1,540	—349	—701	3805. Of other Departments occurring in transportation	25	13	39
118	29	79	K-III.—Total Operating Expenses ..	7,65,231	3,50,352	11,51,583
2,32,801	81,618	1,51,183	Total Abstract E. ..	9,16,010	4,61,263	13,76,273
11,55,574	2,44,857	7,10,717				

Value of Stores returned to stock and credited during the year 1942-43 is Rs. 7,360 13 R. 4000.

Abstract F:

No. X.—Expenses of General Departments.

Year ending 31st March, 1942

Year ending 31st March, 1943.

Total.	Jodhpur Hyder- bad Railway (British Section).	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hyder- bad Railway (British Section).	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
			I. GENERAL ADMINISTRATION.—			
			1100. London Boards etc.—			
..	..	..	1101. Boards of Directors and Staff .. ..	..	..	..
..	..	..	1102. Auditors and Accountants .. ..	..	..	..
..	..	..	1103. Consulting Engineers' and Inspectors' fees and allowances .. ..	..	..	..
..	..	..	1104. Office expenses and contingencies .. ..	..	..	..
..	..	..	1200. Charges in India for Government supervision, Control and Audit .. ..	..	..	..
..	..	..	1300. Agent's and Divisional Superintendent's Offices.—			
			1310. Pay and leave salary.—			
37,309	12,417	24,892	1311. Administrative and Assistant Officers ..	24,085	12,038	36,101
38,885	13,509	25,376	1312. Office Establishment	28,090	14,825	42,915
1,636	545	1,091	1320. Travelling and other compensatory allowances.	3,911	2,000	5,911
..	..	..	1330. Passages—			
..	..	..	1331. Officers .. ..	..	..	..
..	..	..	1332. Subordinates .. ..	..	..	..
8,207	1,067	2,140	1340. Contingent office expenses	2,559	1,280	3,839
3,394	1,130	2,264	1350. Overseas pay of Officers paid in England ..	1,894	948	2,842
..	..	..	1360. Leave salary of Officers and Subordinates paid in England	109	54	163
..	..	..	1370. Pay and leave salary in lieu of notice to retrenched personnel .. ..	..	..	..
84,431	28,668	55,763	Total ..	60,628	31,143	91,771
			1400. Accounts and Audit Department:—			
			1410. Pay and leave salary.—			
48,616	16,179	32,437	1411. Gazetted Officers	28,222	14,116	42,338
1,29,113	42,969	86,144	1412. Office establishment	90,032	45,055	1,35,137
16,656	5,543	11,113	1413. Outdoor inspection and verification staff.	12,300	6,151	18,451
11,344	3,775	7,569	1420. Travelling and other compensatory allowances.	17,956	8,981	26,937
..	..	..	1430. Passages—			
..	..	..	1431. Officers .. ..	..	..	..
..	..	..	1432. Subordinates .. ..	..	..	..
..	..	..	1440. Contingent Office expenses.—			
8,415	2,801	5,614	1441. Recruitment examination for subordinate accounts staff .. ..	..	..	..
..	..	..	1442. Other expenses	7,240	3,621	10,861
..	..	..	1450. Overseas pay of Officers paid in England ..	..	..	..
..	..	..	1460. Leave salary of Officers and subordinates paid in England .. ..	..	..	..
..	..	..	1470. Share of Railway Clearing Accounts Office ..	..	..	..
..	..	..	1480. Pay and leave salary in lieu of notice to retrenched personnel .. ..	..	..	..
2,14,144	71,267	1,42,877	Total ..	1,55,800	77,924	2,33,724
			1500. Stores Department—			
			1510. Pay and leave salary.—			
16,018	5,331	10,687	1511. Gazetted Staff	11,082	5,542	16,624
3,920	1,304	2,616	1512. Subordinate Supervising Staff	2,775	1,838	4,613
57,795	19,234	38,561	1513. Office establishment	41,615	20,814	62,429
6,811	2,266	4,545	1520. Travelling and other compensatory allowances	11,580	5,792	17,372
..	..	..	1530. Passages.—			
..	..	..	1531. Officers .. ..	..	..	..
..	..	..	1532. Subordinates .. ..	..	..	..
4,659	1,551	3,108	1540. Contingent office expenses	3,769	1,885	5,654
2,030	676	1,354	1550. Overseas pay of officers paid in England ..	1,093	547	1,640
..	..	..	1560. Leave salary of officers and subordinates paid in England	109	54	163
..	..	..	1570. Pay and leave salary in lieu of notice to retrenched personnel .. ..	..	..	..
91,233	30,362	60,871	Total ..	72,023	36,022	1,08,045
			1600. Cash and Pay Department.—			
12,512	4,164	8,348	1600. (A.) Payments to Contractor	7,321	3,662	10,983
1,834	610	1,224	1600. (B.) Contingent Office Expenses	1,689	845	2,534
..	..	..	1610. Pay and leave salary .. ..	..	..	..
..	..	..	1620. Travelling and other compensatory allowances .. ..	..	..	..
..	..	..	1630. Passages.—			
..	..	..	1631. Officers .. ..	..	..	..
..	..	..	1632. Subordinates .. ..	..	..	..
14,346	4,774	9,572	Carried Over ..	9,010	4,507	13,517

Abstract F.—(Concluded.)

No. X.—Expenses of General Departments.

Year ending 31st March, 1942.

Year ending 31st March, 1943.

Total.	Jodhpur Hydera- bad Railway (British Section.)	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hydera- bad Railway (British Section)	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
14,346	4,774	9,572	Brought Forward ..	9,010	4,507	13,517
..	..	..	1. GENERAL ADMINISTRATION.—(contd.)—	..	..	..
..	..	..	1610. Contingent Office expenses ..	..	..	..
..	..	..	1650. Leave salary of Officers and Subordinates paid in England. ..	..	..	..
..	..	..	1660. Pay and leave salary in lieu of notice to retrenched personnel. ..	..	..	..
14,346	4,774	9,572	Total ..	9,010	4,507	13,517
14,153	4,710	9,443	1700 Medical Department.—	..	..	..
6,021	1,671	3,350	1710. Pay and leave salary of—	..	..	..
..	..	..	1711. Medical and nursing staff ..	9,473	4,738	14,211
..	..	..	1712. Office establishment ..	..	..	..
976	325	651	1720. Travelling and other compensatory allowances. ..	4,036	2,019	6,055
..	..	..	1730. Passages.—	..	..	..
..	..	..	1731. Officers ..	..	..	..
..	..	..	1732. Subordinates ..	..	..	..
..	..	..	1740. Contingent office expenses ..	292	146	438
..	..	..	1750. Overseas pay and leave salary of Officers and Subordinates paid in England ..	..	..	..
..	..	..	1760. Payment on account of medical treatment of officers of superior services of all departments of the Railway. ..	2	..	2
11,953	3,768	7,595	1770. Drugs, instruments medical and surgical appliances for Railway hospitals and dispensaries ..	3,852	1,927	5,779
409	136	273	1780. Sundry Items.—	..	..	..
661	220	441	1781. Diet charges ..	409	205	614
3,216	1,070	2,145	1782. Accident Relief Medical Equipment ..	1,783	894	2,682
1,184	594	780	1783. Contribution to Hospitals ..	2,603	1,302	3,905
..	..	..	1784. Other charges ..	105	52	157
..	..	..	1790. Leave salary in lieu of notice to retrenched personnel ..	..	..	..
37,092	12,314	21,058	Total ..	22,560	11,263	33,843
10,595	10,960	—62	1800. Police.—	..	..	..
25,042	8,634	17,308	1801. Contribution to Provincial Governments for Police ..	650	11,047	11,703
11,333	3,773	7,566	1802. Watch and ward Establishment ..	23,868	11,937	35,805
..	..	..	1803. Pay and leave salary in lieu of notice to retrenched personnel ..	..	..	..
..	..	..	1804. Contingent expenses ..	16,326	8,165	24,491
..	..	..	1900. Miscellaneous Expenses.—	..	..	..
..	..	..	1901. Carriage of revenue stores—General Deptt. ..	627	313	940
..	..	..	1902. Loss of Cash ..	..	..	..
—6	—2	—4	1903. Loss of Stores	..	..	..
—127	—42	—85	Physical loss ..	—14	—6	—20
..	..	..	1904. Loss of stores due to Depreciation or Deterioration. ..	19	10	29
48,945	23,323	24,722	Total ..	41,482	31,466	72,948
4,82,201	1,70,708	3,18,403	F. I.—Total General Administration ..	3,61,503	1,92,345	5,53,848
1,398	425	933	II. ORDINARY REPAIRS AND MAINTENANCE.—	..	..	..
79	23	47	2100. Equipment—	..	..	..
288	196	292	2101. Furniture and office equipment—	..	..	..
3	1	2	Service motor cars (rail and road) and trollies. ..	2,889	1,445	4,334
..	..	..	2102. Repair Costs ..	16	7	23
..	..	..	2103. Working Costs ..	345	173	518
..	..	..	2104. Hospital furniture ..	..	..	..
2,050	645	1,374	F. II—Total ordinary Repairs and maintenance ..	3,250	1,625	4,875
4,89,250	1,71,353	3,19,877	TOTAL ABSTRACT F. ..	3,64,753	1,93,970	5,58,723

Value of stores returned to Stock and credited during the year 1942-43 is Rs. 215/- (J. Ry. 143/- and J. H. Ry. 72/-).

Abstract G.

No. X.—Miscellaneous Expenses.

Year ending 31st March, 1942.

Year ending 31st March, 1943.

Total.	Jodhpur Hydera- bad Railway (British Section).	Jodhpur Railway.	Particulars	Jodhpur Railway.	Jodhpur Hydera- bad Railway (British Section).	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
			I. GENERAL ADMINISTRATION.—			
			1100. Law Charges.—			
847	282	566	1101. Pay of Railway legal staff and fees to counsel.	708	355	1063
23	8	15	1102. Costs and other legal expenses	98	49	147
..	..	..	1103. Less costs recovered .. .. ..	..	..	..
			1200 Rents, Rates and Taxes.—			
..	..	..	1201 Rents of buildings and lands for residential purposes	..	..	..
293	98	195	1202. Rents of buildings and lands for other purposes.	91	45	136
5,980	1,990	3,990	1203. Rates and taxes	4,481	2,241	6,722
			1300 Contributions to Provident Institution.—			
2,54,280	84,624	1,69,656	1301 Bonus	1,17,943	58,990	1,76,933
..	..	..	1302 Cost of management (if not part of Accounts office.)	..	..	..
5,661	1,884	3,777	1400 Gratuities.—			
932	310	622	1401 For good, efficient and faithful service ..	1,579	790	2,369
..	..	..	1402 Other gratuities .. .. .	..	..	..
..	..	..	1403. Special expenditure-Gratuities to retrenched staff of all departments of the Railway.	..	..	..
74,448	24,776	49,672	1404. Special contribution to Provident Institution..	44,054	22,033	66,087
			1500 Compensation —			
..	..	..	1501 Compensation under the Workmen's Compensation Act, VIII of 1923.	3,813	1,908	5,721
1,248	415	833	1502. Other compensation (Other than that included in E. III)	..	..	..
			1600. Educational Grants—			
			1610 Railway Schools—			
2,000	666	1,334	1611 Gross expenditure	1,333	667	2,000
..	..	..	1612 Less-Grants of Local Governments, etc., and fees .. .. .	..	..	..
1,400	466	934	1620. Grant in-aid to other schools	1,037	519	1,556
—9	—3	—6	1630 Special class apprentices training expenses.	..	..	..
			1700 Health and welfare services.—			
27,765	9,240	18,525	1701 Sanitation and conservancy in Railway colonies and residential areas	21,179	10,593	31,772
190	63	127	1702 Lighting (other than Electric) in Railway colonies and areas	403	201	604
..	..	..	1703 Grants-in-aid—Religious purposes ..	..	..	..
3,370	1,122	2,248	1704 Grants-in-aid Recreation	1,115	557	1,672
116	39	77	1705 Miscellaneous .. .. .	..	..	..
			1800. Publicity Expenses—			
..	..	..	1801. Cost of Local publicity Office staff ..	..	..	..
1,785	594	1,191	1802. Cost of Publicity and Advertisement ..	746	373	1,119
3,80,329	1,28,574	2,53,755	Carried Over ..	1,98,580	99,321	2,97,901

Abstract G.—(Concluded.)

No. X.—Miscellaneous Expenses.

Year ending 31st March, 1942.

Year ending 31st March, 1943

Total.	Jodhpur Hydera- bad Railway. (British Section).	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hydera- bad Railway. (British Section).	Total.
Rs. 3,53,329	Rs. 1,26,574	Rs. 2,53,755	Brought Forward ..	Rs. 1,98,580	Rs. 99,321	Rs. 2,97,901
..	..	..	I. GENERAL ADMINISTRATION (Contd.)	..	..	..
..	..	..	1803. Share of Central Publicity office ..	..	..	..
..	..	..	1900. Miscellaneous Items.—	..	..	..
550	183	367	1910. Protection of Railway property ..	1,209	605	1,814
32,650	10,881	21,769	1911. Fire protection of Railway property ..	90,039	45,058	1,35,147
5,125	1,701	3,424	1912. War emergency measures on railways ..	..	..	..
4,500	1,597	3,203	1920. Expenses in connection with the Indian Railway Conference Association.	3,725	1,863	5,588
..	..	..	1930. Miscellaneous Contributions and Grants.—	..	..	..
..	..	..	1931. Contribution to Railway Staff Benefit Fund	3,116	1,558	4,674
..	..	..	1932. Contribution to ceremonial occasions ..	..	..	..
..	..	..	1933. Other contributions and grants ..	207	103	310
..	..	..	1940. Sundry losses or gains.—	..	..	..
..	..	..	1941. Loss or gain caused by the payments of Provident Fund Deposits and Gratuities in sterling ..	..	..	..
..	..	..	1942. Loss or gain caused by exchange on English transactions of Misc. nature ..	81	40	121
..	..	..	1943. Loss or gain for the running of Grain Shops.	1,006	954	2,860
—3,579	—1,291	—2,688	1950. Unpaid wages ..	—9,980	—4,092	—14,072
4,19,605	1,39,645	2,79,960	1.—TOTAL GENERAL ADMINISTRATION.	2,88,933	1,44,510	4,33,443
..	..	..	III. Operating Expenses.—	..	..	..
20,054	6,674	13,380	3100. Indian charges on stores, excluding fuel and large despatches of Permanent way materials or Girders.	..	..	..
3,208	1,038	2,140	3101. Freight from port or source of supply ..	13,765	6,884	20,649
4,442	1,478	2,964	3102. Insurance, port, landing, yard and other charges ..	2,824	1,412	4,286
1,913	637	1,276	3103. Charges levied on purchases made through the Indian stores Department ..	3,006	1,504	4,510
..	..	..	3104. Agency charges ..	..	..	..
402	134	268	3200. Catering Department.—	..	..	..
614	201	410	3201. Pay, Wages and leave salary of catering staff.	348	174	522
..	..	..	3202. Provisions and stores ..	235	117	352
75	25	50	3203. Wines, etc., ..	..	..	..
..	..	..	3204. Miscellaneous charges ..	57	29	86
..	..	..	3205. Leave salary and pay in lieu of notice to retrenched personnel ..	..	..	..
0	2	4	3300. Miscellaneous Expenses—	..	..	..
..	..	..	3301. Loss on light and base coins and spurious notes.	274	138	412
..	..	..	3302. Losses of cash earnings in transit ..	1,652	820	2,478
..	..	..	3303. Expenses on collection of bridge tolls ..	..	..	..
..	..	..	3304. Fees for Local Advisory Committee Members.	..	..	..
216	72	144	3305. Subscriptions paid to Chambers of Commerce.	144	72	216
341	113	228	3306. Sundries ..	281	140	421
1,10,028	1,10,028	..	3307. Interest on Capital Cost of:—	..	..	..
1,75,499	1,75,499	..	i. Locomotive Engines ..	..	1,07,188	1,07,188
23,763	23,763	..	ii. Vehicles ..	..	1,66,716	1,66,716
24,226	24,226	2,021	iii. Machinery ..	..	23,976	23,976
29,555	29,555	..	iv. Home line buildings jointly used	2,019	31,818	33,837
..	..	..	v. J. Ry. Stores jointly used..	..	21,699	21,699
33	10	23	3308. Bank Commission ..	6	3	9
..	..	..	3100. Road Services ..	..	..	..
3,55,954	3,72,733	32,905	(G. III. Total operating expenses ..	24,611	3,62,596	3,87,207
8,13,260	3,12,598	3,92,565	Total Abstract 'G' ..	3,13,544	5,07,193	8,20,650

Value of stores returned to Stock and credited during the year 1942-43 is Rs. 1911/- (J. Ry. 1274/- & J. H. Ry. 637/-)

Abstract H.

No. X—Expenses of Electrical Department.

Year ending 31st March, 1942.

Year ending 31st March, 1943.

Total.	Jodhpur Hydera- bad Railway (British Section).	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hydera- bad Railway (British Section).	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
			I. GENERAL ADMINISTRATION.—			
			1100. Pay and leave salary.—			
			1110. Officers.—			
			1111. Administrative			
			1112. Workshops			
			1113. Running			
			1120. Subordinate Supervising staff.—			
			1121. Administrative			
			1122. Workshops			
4,500	1,498	3,002	1123. Running	3,210	1,605	4,815
			1130. Office Staff —			
			1131. Administrative Offices			
			1132. Workshops			
			1133. Running			
240	80	160	1200. Travelling and other compensatory allowances ..	198	99	297
			1300. Passages.—			
			1301. Officers			
			1302 Subordinates			
22	7	15	1400. Contingent Office expenses.			
			1500. Overseas pay of Officers paid in England ..			
			1600. Leave salary of Officers and Subordinates paid in England.			
			1700. Pay and salary in lieu of notice paid to retrenched personnel.			
4,762	1,585	3,177	H.—1. TOTAL GENERAL ADMINISTRATION ..	3,408	1,704	5,112
			II. REPAIRS AND MAINTENANCE.—			
			2200. Electrical General Services.—			
			2210. Electric plant and Equipment for—			
			2211. General stations and sub- { Wages..			
			stations. { Materials			
			2212. Overhead lines and under { Wages..			
1,258	1,258		ground cables. { Materials		633	633
683	227	456	2213. Workshops { Wages..	1,067	534	1,601
1,217	405	812	{ Materials	1,450	725	2,175
16,537	5,504	11,033	2214. Train lighting equipment in { Wages..	11,784	5,894	17,678
24,329	8,097	16,232	steam trains. { Materials	17,634	8,820	26,454
			2215. Lighting in Multiple unit { Wages..			
			stock. { Materials			
5,390	1,782	3,608	2216. Locomotive Head Lights on { Wages..	4,152	2,077	6,229
4,581	1,530	3,051	Steam Trains. { Materials	2,396	1,199	3,595
34	36	—2	2217. Service buildings (other than { Wages..		5	5
1,645	—142	1,787	workshops and power stations) { Materials	991	446	1,437
			Offices, Stations, yards, Road lighting, etc.			
97	3	94	2218. Residential staff quarters-Rent { Wages..	11	3	14
2,105	377	1,728	returning buildings. { Materials	880	389	1,269
			2219. Residential staff quarters-Non { Wages..			
			rent returning buildings. { Materials			
—36	22	—58	2219. a. Machinery other than { Wages..			
			workshops. { Materials	1	1	2
			2220. Miscellaneous Equipment.—			
			2221. Furniture and office equip- { Wages..			
			ment. { Materials			
			2222. Service Motor Cars and { Wages..			
			Trolleys { Materials			
57,840	19,099	38,741	Total (Carried Over) ..	40,886	20,726	61,092

Abstract H.—(Contd).

No. X.—Expenses of Electrical Department.

Year ending 31st March, 1942.

Year ending 31st March, 1943.

Total.	Jodhpur Hyder- bad Railway (British Section.)	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hyder- bad Railway (British Section.)	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
57,840	19,099	38,741	Brought Forward.	40,366	20,726	61,092
			II.—REPAIRS AND MAINTENANCE.—(Contd).			
			2230. New Minor Works—			
-19	-6	-13	2231. Original works or additions. { Wages..	..	..	..
1,363	400	983	Materials	984	..	984
			2232. Replacements .. { Wages..	..	13	13
650	7	670	Materials	376	10	385
			2300. Electric Communication Services.—			
			2310. Train Movement Instruments and Apparatus.—			
1,00,826	37,855	68,441	2311. Government Telegraph Department for rent, etc.	69,219	37,964	1,07,183
			2312. Direct Maintenance, wages { Wages..	..	..	..
225	1,333	2,212	and stores. Materials	2,427	2,099	4,526
3,646			2320. Communication circuits and Apparatus.			
			2321. Government Telegraph Depart- ment and public telephone companies for rent, etc. ..	2,166	263	2,429
2,178	257	1,921	2322. Direct Maintenance, wages { Wages..	..	..	..
277	40	237	and stores. Materials	228	344	572
			2330. Miscellaneous Equipment.—			
6	..	6	2331. Furniture and office equip- { Wages..	..	..	..
13	1	12	ment. Materials	33	110	152
			2332. Service Motor Cars and { Wages..	..	..	..
1	1	..	Trolleys. Materials	..	-13	-13
13	13	..	2340. New Minor Works.—			
-69	-69	..	2341. Original Works or additions.. { Wages..	..	..	..
-179	..	-179	Materials	..	..	..
			2342. Replacements .. { Wages..	..	..	..
128	2	126	Materials	553	..	553
1,72,314	68,948	1,13,371	H.—II.—TOTAL REPAIRS AND MAINTENANCE ..	1,10,352	61,534	1,77,886
			III. OPERATING EXPENSES.—			
			3200. General Services.—			
			3210. Supply of energy for power and lighting.			
24,726	8,229	16,497	3211. Lights and fans on steam trains ..	18,660	9,333	27,993
28	9	19	3212. Lights and fans on multiple unit stock ..	-1	..	-1
17,852	6,541	11,711	3213. Service buildings, yards, stations, road lighting, etc. ..	9,708	4,900	14,698
513	452	31	3214. Staff Quarters ..	232	353	585
2,875	937	1,918	3215. Miscellaneous installations other than main Workshops.	1,862	932	2,794
68,437	26,766	57,671	3216. Workshops (for Engineering, Loco, Carriage and Wagon, Transportation.) ..	61,766	30,892	92,658
341	114	229	3220. Other operating labour and stores..	170	85	255
24	63	188	3230. Miscellaneous expenses.—			
..	..	..	3231. Carriage of Revenue stores ..	1,134	567	1,701
-32	-17	-35	3232. Loss of Cash ..	..	..	..
-157	-62	-124	3233. Loss of stores—(Physical losses) ..	-8	-4	-12
			3234. Loss of stores due to Depreciation or Deterioration.	429	215	644
-88,850	-39,912	-59,938	3240. Deduct—Cost of energy supplied for works and purposes not chargeable to revenue.	-61,765	-30,892	-92,657
42,856	14,400	28,456	Total (Carried Over) ..	32,277	16,381	48,658

Abstract H.—(Concluded).

No. X.—Expenses of Electrical Department.

Year ending 31st March, 1942.

Year ending 31st March, 1943.

Total.	Jodhpur Hydera- had Railway (British Section.)	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hydera- had Railway (British Section.)	Total.
Rs. 42,605	Rs. 14,490	Rs. 28,115		Rs. 32,277	Rs. 16,381	Rs. 48,658
			Brought Forward.			
			III.—OPERATING EXPENSES.—(Contd).			
			3300. Communication Services.—			
			3310. Train Movement instruments and apparatus.—			
279	93	186	3311. Pay, Wages and Allowances .. ..	..	128	128
2,232	746	1,486	3312. Materials	1,852	926	2,778
			3320. Communication circuits and apparatus.—			
38,115	12,685	25,430	3321. Pay, Wages and Allowances	28,558	14,325	42,883
631	212	419	3322. Materials	953	817	1,770
			3330. Miscellaneous.—			
10	3	7	3331. Carriage of Revenue Stores	—2	—1	—3
..	..	..	3332. Loss of Cash .. ..	..	..	..
—52	—17	—35	3333. Loss of stores—physical losses	3	1	4
—222	—74	—148	3334. Loss of stores due to Depreciation or Deterioration.	401	201	602
83,598	28,138	55,460.	H. III.—TOTAL OPERATING EXPENSES	64,042	32,778	96,820
			IV.—APPROPRIATION TO DEPRECIATION RESERVE FUND (ON STATE-MANAGED RAILWAYS) OR REPLACEMENTS- AND RENEWALS (ON COMPANY-MANAGED RAILWAYS).			
			4200 General Services.—			
			4210. Electric Plant and Equipment for—			
..	..	..	4211. Generating stations and sub-stations .. ..	..	..	..
..	..	..	4212. Overhead lines and underground cables .. ..	..	..	..
..	..	..	4213. Workshops .. ..	..	..	..
..	..	..	4214. Lighting in Coaches of steam trains .. ..	..	..	..
..	..	..	4215. Lighting in Multiple unit stock .. ..	..	..	..
..	..	..	4216. Locomotive Headlight on steam trains .. ..	..	..	..
..	..	..	4217. Service buildings and staff quarters, yards, stations, road lighting, etc.	..	..	..
..	..	..	4218. Machinery other than workshops .. ..	..	..	..
..	..	..	4220. Miscellaneous Equipment .. ..	..	..	..
..	..	..	4230. Credits for released materials .. ..	..	..	..
			4300. Communication Services.—			
..	..	..	4310. Train Movement instruments and apparatus .. ..	..	..	..
..	..	..	4320. Communication circuits and apparatus .. ..	..	..	..
..	..	..	4330. Miscellaneous equipment .. ..	..	..	..
..	..	..	4340. Credits for released materials .. ..	..	..	..
..	..	..	Total Replacements and Renewals .. ..	..	..	..
..	..	..	4400. Net Appropriation to Depreciation Reserve Fund .. ..	..	..	..
..	..	..	H. IV.—TOTAL APPROPRIATION TO DEPRECIATION RESERVE FUND .. ..	..	..	..
2,60,674	88,666	1,72,008	Total Abstract H.	1,83,802	96,016	2,79,818

Value of stores returned to Stock and credited during the year 1942-43 is Rs. 511/- (J. R. 489 and J. H. R. 22)

JODHPUR RAILWAY.—(Whole System.)

ABSTRACT X.

No. XI.—Coaching Earnings.

Year ending 31st March, 1942.

Year ending 31st March, 1943.

Previous Year.	*Traffic Mileage Fares.	1st Class.	2nd Class.	Inter Class.	3rd Class.	Total.
Amount.	Particulars.	Amount.	Amount.	Amount.	Amount.	Amount.
Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
47,71,197	100 Passengers.—					
	110. Ordinary full fares	1,05,247	3,50,480	3,44,226	48,54,994	56,54,953
	120. Ordinary reduced fares.—					
2,69,474	121. Return tickets at reduced fares and	1,383	5,861	128	628	8,000
27,726	week end and holiday excursion tickets.			8	4,205	4,213
61,485	122. Season and Zone tickets	60,600	9,334	1,048	19,285	80,267
2,07,359	123. Other description of concession tickets	37,679	1,36,354	18,772	2,49,626	4,42,431
	130. Military Passengers					
	Total	2,04,909	5,02,035	3,64,182	51,28,738	61,99,864
53,37,211	Previous Year	1,22,941	3,25,440	2,37,450	46,51,401	..
	200. Special Trains and Reserved Carriages.—					
32,657	210. Public					57,315
3,292	220. Military					24,290
55,950	300. Luggage					1,03,517
	400. Parcels.—					
6,23,932	410. Public Parcels					8,57,071
125	420. Service Parcels					371
	500. Other Coaching Traffic.—					
35,925	510. Rail and Road Motor vehicles and carriages					16,558
5,918	520. Live Stock by passenger trains					11,667
	600. Transport of Post Office Mails.—					
49,635	610. Postal Special trains					54,532
4,551	620. Hire and haulage of Postal Vans and compartments					3,888
	630. Post Office bags and parcels by weight					
10,578	700. Miscellaneous Coaching receipts.—					
	710. Penalties levied for irregular travelling					12,546
	720. Demurrage on luggage and parcels and					
	receipts on account of left luggage.					
5,895	721. Demurrage					9,902
179	722. Left luggage receipts					260
4,630	730. Sundry					66,213
62,05,378	Total					74,16,294
	800. Deduct—Refunds—					
	810. Refunds of earnings collected—					
3,176	811. Overcharges					3,293
..	812. Penalties levied for irregular travelling					..
..	813. Demurrage on luggage and parcels and receipts on account of left luggage..					..
62,02,202	Abstract X.—Total Coaching Earnings					74,14,996

* Traffic Mileage fares during the year 1942-43 were as under:—

		Pies per Mile.	
		By Mail trains.	By ordinary trains.
FIRST CLASS ..	1 to 300 miles	24	24
	Plus 301 miles and over	18	18
SECOND CLASS ..	1 to 300 miles	12	12
	Plus 301 miles and over	9	9
	1 to 50 miles	6*	..
	For distances upto 8 miles:—		
	1 to 8 miles .. ..	..	6
INTERMEDIATE CLASS ..	For distances above 8 miles:—		
	1 to 300 miles .. ..	..	5
	Plus 301 miles and over .. ..	..	4
	For distances upto 50 miles:—		
	1 to 50 miles	5*	..
	For distances above 50 miles:—		
	1 to 300 miles	4*	..
	Plus 301 miles and over	3*	..
THIRD CLASS ..	1 to 50 miles .. ..	..	4
	Plus 51 to 150 miles .. ..	..	3
	Plus 151 to 300 miles .. ..	..	3
	Plus 301 miles and over .. ..	..	2

* Only 2 Up and 1 Down and 1 Up and 2 Down passenger trains running between Marwar Junction and Hyderabad only. (Note) Base for the present, been taken as Mail trains for levying such fares. Hence these bases apply over that Section only.

† The base for Intermediate class by ordinary trains apply by Mail trains for distances over 50 miles on the section between Marwar Junction and Hyderabad (Sind.)

(a) enhanced mileage of 50% of the actual mileage is levied on the following branches of this Railway.—

(1) Marwar-Jodhpur Branch.

(2) Jodhpur-Jaipur Branch.

(3) Marwar-Jaipur Branch.

(4) Jodhpur-Jaipur Branch.

JODHPUR RAILWAY.—(*Jodhpur Section*).

ABSTRACT X.

No. XI.—Coaching Earnings.—(*Continued*)

Year ending 31st March, 1942.

Year ending 31st March, 1943.

Previous Year.	* Traffic Mileage Fares.	1st Class.	2nd Class.	Inter Class.	3rd Class.	Total.
Amount.	Particulars.	Amount.	Amount.	Amount.	Amount.	Amount.
Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
	100 Passengers.—					
29,52,542	110. Ordinary full fares	75,268	2,27,580	1,23,431	30,91,822	35,17,607
	120. Ordinary reduced fares.—					
1,30,421	121. Return tickets at reduced fares and week end and holiday excursion tickets	894	3,877	99	500	5,370
4,744	122. Season and Zone tickets .. ..	..	..	..	3,202	3,202
44,780	123. Other description of concession tickets '	41,449	6,678	819	15,784	64,730
1,42,707	130. Military Passengers	25,074	90,585	12,683	1,69,076	2,97,368
	Total	1,42,685	3,28,726	1,36,982	32,79,884	38,88,277
32,75,184	Previous Year	88,066	2,19,089	95,122	28,72,917	..
	200. Special Trains and Reserved Carriages—					
28,462	210. Public .. ..	..	..	..	..	52,475
2,051	220. Military .. ..	..	..	..	..	15,301
60,204	300. Luggage .. ..	..	..	..	..	71,828
	400. Parcels.—					
4,29,389	410. Public Parcels .. ..	..	..	..	..	5,69,793
115	420. Service Parcels .. ..	..	..	..	..	371
	500. Other Coaching Traffic.—					
26,268	510. Rail and Road Motor vehicles and carriages .. ..	..	..	..	..	12,994
6,287	520. Live Stock by passenger trains .. ..	..	..	..	..	8,095
	600. Transport of Post Office Mails.—					
..	610. Postal Special trains .. ..	..	..	..	..	..
36,376	620. Hire and haulage of Postal Vans and compartments .. ..	..	..	..	..	39,161
1,942	630. Post Office bags and parcels by weight .. ..	..	..	..	..	2,281
6,549	700. Miscellaneous Coaching receipts.—					
	710. Penalties levied for irregular travelling .. ..	..	..	..	..	9,308
	720. Demurrage on luggage and parcels and receipts on account of left luggage.—					
3,896	721. Demurrage .. ..	..	..	..	..	5,827
179	722. Left luggage receipts .. ..	..	..	..	..	260
3,042	730. Sundry .. ..	..	..	..	..	60,876
38,79,914	Total .. ..	..	..	..	..	47,36,842
	800. Deduct—Refunds.—					
	810. Refunds of earnings collected					
2,482	811. Overcharges .. ..	..	..	..	..	2,838
..	812. Penalties levied for irregular travelling .. ..	..	..	..	..	..
..	813. Demurrage on luggage and parcels and receipts on account of left luggage .. ..	..	..	..	..	..
38,77,462	Abstract X.—Total Coaching Earnings—	..	..	..	..	47,34,009

* For fares see remarks given in Abstract X for Whole System.

JODHPUR RAILWAY—(British Section).

ABSTRACT X.

No. XI—Coaching Earnings.—(Continued.)

Year ending 31st March, 1942

Year ending 31st March, 1943.

Previous Year.	* Traffic Mileage Parcels.	1st Class.	2nd Class.	Inter Class.	3rd Class.	Total.
Amount.	Particulars.	Amount.	Amount.	Amount.	Amount.	Amount.
Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
16,99,500	100. Passengers— 110. Ordinary full fares	29,804	1,21,781	2,14,946	16,75,461	20,41,892
1,29,622	120. Ordinary reduced fares— 121. Return tickets at reduced fares and weak end and holiday excursion tickets.. ..	459	1,984	29	129	2,631
19,099	122. Season and Zone tickets .. ..	..	..	8	1,003	1,011
16,639	123. Other description of concession tickets	19,151	2,656	228	3,487	25,522
64,618	130. Military Passengers	12,542	45,684	6,096	78,771	1,43,093
	Total	61,986	1,72,105	2,21,297	17,58,851	22,14,239
19,29,855	Previous Year	84,779	1,05,251	1,36,847	16,52,978	..
2,632	200. Special Trains and Reserved Carriages— 210. Public .. ..	..	..	..	..	2,459
1,241	220. Military .. ..	..	..	..	..	7,927
27,602	300. Luggage .. ..	..	..	..	..	30,902
1,91,218	400. Parcels.— 410. Public Parcels .. ..	..	..	..	..	2,78,697
10	420. Service Parcels .. ..	..	..	..	..	..
8,663	500. Other Coaching Traffic:— 510. Rail and Road Motor vehicles and carriages .. ..	..	..	..	..	3,414
2,541	520. Live Stock by passenger trains .. ..	..	..	..	..	3,468
..	600. Transport of Post Office Mails:— 610. Postal Special trains .. ..	..	..	..	..	..
13,327	620. Hire and haulage of Postal Vans and compartments .. ..	..	..	..	..	15,371
1,607	630. Post Office bags and parcels by weight .. ..	..	..	..	..	1,200
3,431	700. Miscellaneous Coaching receipts:— 710. Penalties levied for irregular travelling .. ..	..	..	..	..	3,389
1,446	720. Demurrage on luggage and parcels and receipts on account of left luggage— 721. Demurrage .. ..	..	..	..	..	3,846
..	722. Left luggage receipts .. ..	..	..	..	..	..
1,515	730. Sundry .. ..	..	..	..	..	5,055
21,85,699	Total					25,70,066
6,000	800. Deduct—Refunds— 810. Refunds of earnings collected— 811. Overcharges .. ..	..	..	..	..	455
..	812. Penalties levied for irregular travelling .. ..	..	..	..	..	..
..	813. Demurrage on luggage and parcels and receipts on account of left luggage .. ..	..	..	..	..	..
21,85,699	Abstract X.—Total Coaching Earnings					25,69,610

* For fares and remarks given in Abstract X for whole system.

JODHPUR RAILWAY.—(Mirpurkhas-Khadro Branch.)

ABSTRACT X.

No. XI.—Coaching Earnings.—(Concluded).

Year ending 31st March, 1942.

For 9 months ending 31st December, 1942.

Previous Year.	* Traffic Mileage Fares.	1st Class.	2nd Class.	Inter Class.	3rd Class.	Total.
Amount.	Particulars.	Amount.	Amount.	Amount.	Amount.	Amount.
Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
1,19,065	100. Passengers— 110. Ordinary full fares	175	1,119	5,849	88,211	95,354
9,054	120. Ordinary reduced fares— 121. Return tickets at reduced fares and week end and holiday excursion tickets .. ..	..	..	..	—1	—1
3,973	122. Season and Zone tickets .. ..	..	..	..	..	..
68	123. Other description of concession tickets .. ..	..	..	1	14	15
34	130. Military Passengers	68	85	53	1,779	1,980
	Total	238	1,204	5,903	90,003	97,848
1,32,192	Previous Year	96	1,109	5,481	1,25,506	..
1,563	200. Special Trains and Reserved Carriages— 210. Public .. ..	..	..	..	..	2,381
..	220. Military .. ..	..	..	..	..	1,062
874	300. Luggage .. ..	..	..	..	..	787
	400. Parcels—					
3,325	410. Public Parcels .. ..	..	..	..	..	8,581
..	420. Service Parcels .. ..	..	..	..	..	..
104	500. Other Coaching Traffic— 510. Rail and Road Motor vehicles and carriages .. ..	..	..	..	..	150
90	520. Live Stock by passenger trains .. ..	..	..	..	..	104
..	600. Transport of Post Office Mails— 610. Postal Special trains .. ..	..	..	..	..	..
..	620. Hire and haulage of Postal Vans and compartments .. ..	..	..	..	..	..
802	630. Post Office bags and parcels by weight .. ..	..	..	..	..	407
598	700. Miscellaneous Coaching receipts— 710. Penalties levied for irregular travelling .. ..	..	..	..	..	154
123	720. Demurrage on luggage and parcels and receipts on account of left luggage.— 721. Demurrage .. ..	..	..	..	..	130
..	722. Left luggage receipts .. ..	..	..	..	..	..
73	730. Sundry .. ..	..	..	..	..	282
1,39,744	Total					1,11,386
	800. Deduct—Refunds— 810. Refunds of earnings collected					
14	811. Overcharges .. ..	..	..	..	..	9
..	812. Penalties levied for irregular travelling .. ..	..	..	..	..	..
..	813. Demurrage on luggage and parcels and receipts on account of left luggage .. ..	..	..	..	..	..
1,39,730	Abstract X.—Total Coaching Earnings					1,11,377

* For fares see remarks given in Abstract X for whole system.

ABSTRACT Y.

No. XI.—Goods Earnings.

Year ending 31st March, 1942.

Year ending 31st March, 1943.

Total.	J. Ry.	J. H. Ry.	M. K. B. Ry.	Particulars	J. Ry.	J. H. Ry.	M. K. B. Ry.	Total.
Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
				100. Fuel—				
				110. Coal and Coke—				
55,200	45,762	6,178	371	111. For the public	16,154	2,258	4	18,416
2,024	2,034	..	..	112. For foreign Railways and Home Line construction ..	405	..	..	405
1,49,930	1,01,938	47,385	567	120. Oil fuel	47,090	25,880	170	73,149
55,874	28,191	23,463	6,220	130. Fire wood and other fuel ..	44,140	18,492	2,480	65,071
90,51,917	62,21,958	26,12,574	2,26,785	200. General Merchandise	62,73,202	28,83,922	1,59,009	93,16,133
4,01,169	3,49,765	1,40,619	10,785	300. Military Traffic	6,56,366	1,81,030	1,686	8,39,058
27,757	24,428	3,661	250	400. Live Stock	27,914	9,481	827	37,752
				500. Railway Materials (other than Coal and Coke)—				
9,518	8,763	1,031	24	610. For Foreign Railways	8,643	2,130	..	10,773
15,262	10,576	4,557	129	520. For Home Line construction ..	8,894	2,631	33	11,558
				600. Service Maintenance Materials and Stores.—				
				610. Coal and Coke.—				
1,94,325	1,74,030	22,295	..	611. For Locomotive Department ..	1,45,671	14,768	28	1,63,467
..	..	..	..	612. For other departments .. ..	..	..	..	..
..	..	..	..	620. Wood and patent fuel .. ..	..	..	..	..
..	..	..	..	630. Oil Fuel .. ..	..	..	..	..
1,39,759	1,07,739	23,878	1,142	610. General Stores and Materials ..	36,115	9,690	771	46,576
				700. Miscellaneous Goods Earnings.—				
1,570	963	590	26	710. Demurrage	2,870	855	12	3,237
22,522	12,952	8,742	798	720. Wharfage and Storage	20,403	16,518	381	37,302
..	..	..	..	730. Sundries .. ..	..	..	..	..
1,92,39,445	70,93,977	28,99,371	2,46,097	Total	72,00,417	31,67,661	1,64,819	1,06,22,897
				800. Deduct—Refunds.—				
				810. Refunds of earnings collected				
18,673	9,548	8,939	82	811. Over Charges	11,911	3,126	12	15,049
516	316	..	..	812. Demurrage, Wharfage and Storage	312	79	..	391
1,92,50,438	70,45,453	28,99,422	2,46,011	Abstract, Y—Total Goods Earnings ..	72,78,194	31,64,456	1,64,807	1,06,07,457

* Figures relating to Mirpurkhas Khadi Railway are for nine months only i. e. from 1st April 1942 to 31st December 1942 as this line was purchased by the Government of India on 1-1-43.

JODHPUR RAILWAY.

Statement showing the earnings of the following Sub-heads of General Merchandise.

Serial No.	Commodities	Jodhpur Railway.	Jodhpur-Hyderabad Railway.	Mirpur Khas-Khadro Railway.*	Total for the system excluding Refunds.
		Rs.	Rs.	Rs.	Rs.
1	Rice in the husk	48	3,800	52	3,900
2	Rice not in the husk	79,543	87,224	2,517	1,69,284
3	Gram and Pulses	1,40,415	33,259	538	1,83,212
4	Wheat	7,39,059	4,22,495	55,245	12,16,799
5	Jawar and Bajra	1,44,707	26,452	4,713	1,75,872
6	Other grains.	88,151	27,057	787	1,15,995
7	Marble and Stone	4,72,105	7,756	139	4,80,000
8	Salt	2,88,017	24,750	177	3,12,944
9	Sugar, refined and unrefined	1,58,962	41,678	1,235	2,01,875
10	Wood unwrought	28,913	9,797	335	39,045
11	Metallic Ores.	1,325	..	..	1,325
12	Oil seeds	6,27,434	2,98,806	11,917	8,38,157
13	Cotton Raw Pressed	7,03,814	4,27,977	16,697	11,48,488
14	Petrol (in bulk)	65,407	30,967	..	96,374
15	Cement	44,583	18,568	149	63,300
16	Kerosene oil (in bulk)	5,882	2,321	..	8,203
17	Cotton Raw unpressed	8,441	2,54,326	7,062	2,69,829
18	Cotton manufactured	4,02,862	1,89,750	20,897	6,13,509
19	Fodder	84,398	38,924	204	1,23,526
20	Fruits and Vegetables, Fresh	1,12,102	56,190	1,088	1,69,380
21	Gur, Jaggery, Molasses, etc.	1,49,507	25,309	1,225	1,76,041
22	Jute, Raw	63	15	1	79
23	Jute, Manufactured	94,429	61,431	1,771	1,57,631
24	Iron and Steel, wrought	1,59,819	69,657	1,798	2,31,274
25	Kerosene oil in (tins)	75,374	33,158	72	1,08,604
26	Tobacco	84,017	34,130	1,186	1,19,333
27	Petrol (in tins)	17,708	9,953	18	27,679
28	Provisions	2,21,991	84,072	4,224	3,10,287
29	Vegetable oils	35,247	24,870	2,223	62,340
30	Other commodities	13,18,164	5,36,156	22,727	18,77,047
	Total	62,61,487	28,80,848	1,58,997	93,01,332

* Figures relating to Mirpurkhas Khadro Railway are for nine months only i. e. from 1st April 1942 to 31st December 1942 as this line was Purchased by the Government of India on 1-1-43.

ABSTRACT Z.

No. XI.—Sundry Other Earnings.

Year ending 31st March, 1942.

Year ending 31st March, 1943.

Total.	J. Ry.	J. H. Ry.	M. K. B. Ry.	Particulars.	J. Ry.	J. H. Ry.	M. K. B. Ry.*	Total.
Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
17,162	13,456	3,628	378	100. Electric Telegraph Earnings ..	30,327	7,226	1,192	38,745
22,720	17,851	4,869	..	200. Rents and Tolls:—				
..	..	..	..	210. Residential buildings ..	10,534	6,096	..	25,630
1,031	725	336	..	220. Other buildings or rooms ..	..	..	..	..
720	693	24	..	221. Quasi-railway Institutions..	..	..	..	..
8,570	3,131	3,032	317	222. Outsiders ..	545	258	..	803
..	..	..	..	230. Lands:—				
..	..	..	..	231. Leased out for building purposes ..	627	23	..	650
..	..	..	..	232. Leased out for other purposes ..	5,165	4,288	305	9,758
..	..	..	..	240. Tolls on bridges ..	..	..	..	..
..	..	..	..	300. Receipts from catering department:—				
..	..	..	..	310. Meals and refreshments in rooms and cars ..	..	..	..	..
..	..	..	..	320. Sales of stores and wines ..	..	..	..	..
..	..	..	..	330. Sundry receipts ..	5,904	3,246	..	9,150
1,59,415	1,03,078	53,167	..	400. Overhead charges and profits recovered on work done for outside parties and on sales of stores:—				
1,535	1,021	514	..	401. Overhead charges including profit on work done in workshops..	2,11,479	1,04,113	..	3,15,592
7,171	4,134	3,021	16	402. Profit on sales of stores ..	1,769	917	..	2,686
21,303	16,055	8,212	..	500. Sale proceeds of:—				
50	43	5	2	510. Unclaimed and damaged goods..	5,187	4,040	10	9,237
663	430	222	..	520. Coal ashes (Cinder)..	27,374	13,751	..	41,125
..	..	..	..	530. Grass and trees on the line ..	49	2	..	51
..	..	..	..	600. Miscellaneous receipts:—				
..	..	..	..	610. Advertisement fees ..	480	238	..	716
..	..	..	..	620. Fees on share transfers, etc. ..	52	28	..	80
..	..	..	..	630. Excess cash ..	26	13	..	39
..	..	..	..	640. Payments for running powers ..	..	..	..	..
..	..	..	..	650. Interest and Maintenance charges on account of sidings, saloons, level crossings, etc., from private bodies and other Government Departments ..	3,330	8,429	137	11,896
12,544	3,243	2,017	154	660. Dividend, etc., from investments in road transport service ..	..	..	..	..
..	..	..	..	670. Other unclassified receipts:—				
..	..	..	..	(a) Interest on Capital cost of Jodhpur Railway Stores..	21,599	..	..	21,599
..	..	..	..	(b) Interest on Capital cost of Machinery ..	23,976	..	..	23,976
..	..	..	..	(c) Interest on Capital cost of electric light plant jointly used ..	..	..	..	..
1,00,923	1,00,128	..	..	(d) Interest on Capital cost of Locomotives ..	1,07,188	..	..	1,07,188
1,35,409	1,35,409	..	..	(e) Interest on Capital cost of Vehicles ..	1,68,716	..	..	1,68,716
31,245	31,245	2,021	..	(f) Interest on Capital cost of Buildings ..	31,818	2,019	..	33,837
24,602	18,458	10,501	..	(g) Other unclassified receipts..	60,176	30,511	41	90,728
6,47,893	5,47,270	24,584	1,078	Total ..	7,23,321	1,85,146	1,655	9,10,122
..	..	..	..	700. Deduct-Refunds:—				
..	..	..	..	710. Refunds of earnings collected..	..	..	..	..
..	..	..	..	711. Rents and tolls..	..	..	..	..
..	..	..	..	712. Other sundry receipts ..	..	..	..	..
6,47,893	5,47,270	24,584	1,078	Abstract Z.—Total Sundry Other Earnings	7,23,321	1,85,146	1,655	9,10,122

* Figures of Mirpurkhas Khudra-Branch Railway for 1942-43 are for 9 months only i. e. from 1st April 42 to 31st December 42 as this line was purchased by the Government of India on 1st January 1943.

JODHPUR RAILWAY.

No. XII.—Statement of Outstanding Earnings for the year ending 31st March, 1943.

	OUTSTANDING ON		Reasons for outstanding.
	Last day of year.	Date of Preparation of this statement 14-6-1943	
	Rs.	Rs.	
Due from construction accounts ..	..	..
" " Government {	Postal Department ..	..	Payment is awaited Provisional bills issued in accounts for March 1943.
	Civil " ..	639	
	Military " ..	154	
	Telegraph " ..	—15	
" " Public Companies and Traders ..	1,298	1,298	Payment is awaited.
" " Other Railways ..	2,380	2,380	—do—
" " Traffic Department ..	2,54,286	70,822	Freight and undercharges outstanding at stations.
" on account of Carriage of Revenue Stores—			Carriage bills awaiting verification.
" from Engineering Department ..	134	88	
" " Locomotive " ..	..	..
" " Carriage and Wagon " ..	3,512	3,452	—do—
" " Traffic " ..	1,792	1,659	Freight & wharfage on goods and parcels etc. awaiting auction.
" " Stores " ..	1,066	1,062	Carriage bills awaiting verification.
" " Medical " ..	..	..
" " Sundries " ..	..	..

JODHPUR-HYDERABAD RAILWAY.—(British Section).

No. XIV.

Net Revenue Accounts for the year ending 31st March 1943.

Dr.			Cr.
To Interest on Capital Outlay.	Rs. 5,35,231	By Net Earnings of the year as per form No. VIII ..	Rs. 33,07,096
To Balance being surplus profits ..	27,71,865	By Balance being Net—	..
Total ..	33,07,096	Total ..	33,07,096

Memo showing how the above interest has been arrived at.

Interest to date as per Appendix A of the Finance Account for the year 1942-43 ..	Rs. 1,18,96,698
---	--------------------

Deduct:—Interest to end of 31st March 1942 as per Statement XVI of the previous year's account ..	1,13,61,467
Interest for the year ending 31st March, 1943 ..	5,35,231

ABSTRACT Z.

No. XI.—Sundry Other Earnings.

Year ending 31st March, 1942.

Year ending 31st March, 1943.

Total.	J. Ry.	J. H. Ry.	M. K. B. Ry.	Particulars.	J. Ry.	J. H. Ry.	M. K. B. Ry.*	Total.
Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
17,162	13,356	3,523	378	100. Electric Telegraph Earnings ..	30,327	7,226	1,192	38,745
22,720	17,551	4,869	..	200. Rents and Tolls:—				
..	..	..	..	210. Residential buildings ..	19,534	6,096	..	25,630
1,931	725	336	..	220. Other buildings or rooms ..	..	..	..	..
720	698	24	..	221. Quasi-railway Institutions..	..	..	..	..
6,570	3,131	3,092	347	222. Outsiders ..	545	258	..	803
..	..	..	..	230. Lands:—				
..	..	..	..	231. Leased out for building purposes ..	627	28	..	650
..	..	..	..	232. Leased out for other purposes ..	5,165	4,238	305	9,708
..	..	..	..	240. Tolls on bridges ..	..	..	..	..
..	..	..	..	300. Receipts from catering department:—				
..	..	..	..	310. Meals and refreshments in rooms and cars ..	..	..	..	..
..	..	..	..	320. Sales of stores and wines ..	..	..	..	..
..	..	..	..	330. Sundry receipts ..	5,904	3,246	..	9,150
1,09,345	1,03,078	53,167	..	400. Overhead charges and profits recovered on work done for outside parties and on sales of stores:—				
1,535	1,021	514	..	401. Overhead charges including profit on work done in workshops ..	2,11,479	1,01,113	..	3,15,592
7,171	4,131	3,021	16	402. Profit on sales of stores ..	1,769	917	..	2,686
23,543	16,056	8,242	..	500. Sale proceeds of:—				
50	43	5	2	510. Unclaimed and damaged goods ..	5,187	4,010	10	9,207
..	..	..	..	520. Coal ashes (Cinder) ..	27,374	13,761	..	41,125
..	..	..	..	530. Grass and trees on the line ..	49	2	..	51
..	..	..	..	600. Miscellaneous receipts:—				
..	..	..	..	610. Advertisement fees ..	480	236	..	716
..	..	..	..	620. Fees on share transfers, etc. ..	52	28	..	80
..	..	..	..	630. Excess cash ..	20	13	..	39
..	..	..	..	640. Payments for running powers ..	..	..	..	..
12,544	3,243	3,017	184	650. Interest and Maintenance charges on account of sidings, saloons, level crossings, etc., from private bodies and other Government Departments ..	3,330	8,429	137	11,896
..	..	..	..	660. Dividend, etc., from investments in road transport service ..	..	..	..	..
..	..	..	..	670. Other unclassified receipts:—				
10,883	20,827	..	..	(a) Interest on Capital cost of Jodhpur Railway Stores..	21,599	..	..	21,599
23,774	23,768	..	..	(b) Interest on Capital cost of Machinery ..	23,976	..	..	23,976
..	..	..	..	(c) Interest on Capital cost of electric light plant jointly used ..	..	..	..	..
1,00,023	1,00,023	..	..	(d) Interest on Capital cost of Locomotives ..	1,07,185	..	..	1,07,185
1,71,069	1,73,000	..	..	(e) Interest on Capital cost of Vehicles ..	1,66,716	..	..	1,66,716
31,126	32,315	2,001	..	(f) Interest on Capital cost of Buildings ..	31,815	2,019	..	33,837
24,000	14,408	10,561	51	(g) Other unclassified receipts..	60,176	30,511	41	90,728
2,47,874	2,40,000	9,784	1,078	Total ..	7,23,221	1,85,146	1,685	9,10,052
..	..	..	..	700. Deduct-Refunds:—				
..	..	..	..	710. Refunds of earnings collected..	..	..	..	..
..	..	..	..	711. Rents and tolls ..	..	..	..	..
..	..	..	..	712. Other sundry receipts ..	..	..	..	..

JODHPUR RAILWAY.

No. XII.—Statement of Outstanding Earnings for the year ending 31st March, 1943.

		OUTSTANDING ON		Reasons for outstanding.
		Last day of year.	Date of Preparation of this statement 14-6-1943	
		Rs.	Rs.	
Due from construction accounts	..	..	..
" " Government	{ Postal Department	..	..
" " Government	{ Civil " ..	639	91	Payment is awaited
" " Government	{ Military " ..	154	-76	Provisional bills issued in accounts for March 1943.
" " Government	{ Telegraph " ..	-15	-16	
" " Public Companies and Traders	..	1,298	1,298	Payment is awaited.
" " Other Railways	..	2,380	2,380	--do--
" " Traffic Department	..	2,54,286	70,822	Freight and undercharges outstanding at stations.
" on account of Carriage of Revenue Stores—				Carriage bills awaiting verification.
" from Engineering Department	..	134	88	
" " Locomotive	" ..	..	..
" " Carriage and Wagon	" ..	3,512	3,452	--do--
" " Traffic	" ..	1,792	1,659	Freight & wharfage on goods and parcels etc. awaiting auction.
" " Stores	" ..	1,066	1,062	Carriage bills awaiting verification.
" " Medical	" ..	..	..
" " Sundries	" ..	..	..
Total	..	2,65,246	80,760	

No. XIII. Statement of Surplus Profits for the year ending 31st March, 1948.

— Nil. —

JODHPUR-HYDERABAD RAILWAY.—(*British Section*).

No. XIV.

Net Revenue Account for the year ending 31st March, 1943

Dr.				Cr.
To Interest on Capital Outlay ..	Rs.	By Net Earnings of the year as per Form No. VIII ..	Rs.	33,07,096
	*			
Balance, being surplus profits ..		Balance, being net—	..	
Total ..	33,07,096	Total ..	33,07,096	

Memo showing how the above interest has been arrived at.

Interest to date as per Appendix A of the Finance Account for the year 1942-43	Rs.
<i>Deduct:—</i> Interest to end of 31st March 1942 as per Statement XVI of the previous year's account ..	Rs.
.. .. .	Rs.

JODHPUR-HYDERABAD RAILWAY.—(*British Section.*)*XV.—Account of Total Net Receipt.*

<i>Dr.</i>		<i>Cr.</i>	
	Rs.		Rs.
To Net earnings to end of previous year	2,95,63,722	By Amount outstanding at debit of Traffic Account	1,43,659
To Net earnings for current year.	33,07,096	By Amount outstanding at debit of Revenue Suspense .. ..	..
To amount of Demands payable at end of year	58,535	By Amount of Net receipts	3,27,85,694
To Foreign Railways .. ..	..	
Total ..	3,29,29,353	Total ..	3,29,29,353

No. XVI.—Interest Account.

<i>Dr.</i>		<i>Cr.</i>	
	Rs.		Rs.
To Amount of Net Receipts from Account No. XV	3,27,85,694	By Interest to end of previous year	1,13,61,467
To Balance excess of interest on Capital on net receipts .. ..	..	By Interest during current year ..	*
		By Balance of net Receipts in excess of Interest of Capital Account	*
Total ..	3,27,85,694	Total ..	3,27,85,694

* Figures will be advised Later on.

No. XVII.—Revenue Balance Sheet.

<i>Dr.</i>		<i>Cr.</i>	
	Rs.		Rs.
To Demands payable	58,535	By Traffic Account	1,43,659
.. Deposits .. ..	..	.. Deposits Private Companies ..	..
.. .. unpaid wages .. ..	..	.. Miscellaneous Advances .. ..	..
.. .. Fines .. ..	..	.. Cash .. ..	..
.. Foreign Railways .. ..	..	.. Surplus Profits Paid to Company .. ..	..
.. Net Revenue Account	3,28,70,818	.. Government	3,27,85,694
Total ..	3,29,29,353	Total ..	3,29,29,353

No. XVIII.—Abstract of Returned Stores.—Nil.

JODHPUR RAILWAY.

(Metre Gauge System).

Certified that the Capital and Revenue Accounts relating to the Jodhpur Railway, Jodhpur-Hyderabad Railway (British Section) and Mirpurkhas Khadro Railway for the year ending 31st March 1943, compiled under the directions of the Manager, have to the best of my knowledge and belief, been correctly prepared.

A. BALAKRISHNAN,
AUDITOR OF ACCOUNTS,
Jodhpur Railway.

Jodhpur, Dated the 15th June 1943.

Certificate respecting the Permanent Way, etc.

I hereby certify that the whole of the Permanent Way, stations, Buildings, Telegraphs, etc., have, during the past year, been maintained in good working condition and repair.

J. W. GORDON,
Manager,
Jodhpur Railway.

C. GREGORY JONES,
Ag. Chief Engineer,
Jodhpur Railway.

Jodhpur, Dated the 10th of April 1943.

Certificate respecting the Rolling Stock.

I hereby certify that the whole of the plant, Engines, Tenders, Carriages, Wagons, Machinery and Tools, have, during the past year, been maintained in good working order and repair.

J. W. GORDON,
Manager,
Jodhpur Railway.

G. T. GRAFTON,
Ag. Loco. & Carr. Superintendent,
Jodhpur Railway.

Jodhpur, dated the 13th of April 1943

I hereby certify that the permanent way, structures at stations, signalling and interlocking, level crossings, sub-ways, bridges, engines, rolling stock, machinery and plant have been, during the year ending 31st March 1943, maintained by the Railway in good working order and repair for the public carriage of passengers.

NIZAMUDDIN,
Senior Government Inspector of Railways,
Circle No. 4.

LAHORE.
Dated the 20th April, 1943. }

Jodhpur Railway.

ANNUAL REPORT

1942-43

SECTION III.

Analysis of Working,

(Statistical Statements.)

TABLE OF CONTENTS.

SECTION III.

ANALYSIS OF WORKING

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Locomotives	1	2
Rail Cars (Steam propelled and Internal combustion Engine propelled) etc.	2	3
Coaching stock	3	4—7
Goods stock	5	8—9
Mileage statement	8	10
Statement of Description of Railway worked	9	11
„ „ Passenger revenue statistics	12	12—13
„ „ Goods revenue statistics	13	14—15
„ „ Revenue earnings and expenses	14	16
Results of working	15}	17
Statement of Ton mileage	16}	
„ „ Train and engine mileage	17	18
„ „ Engine hours	18	19
„ „ Vehicle and wagon miles	19	20
„ „ Running of trains and speed of goods trains	20	21
„ „ Shunting and light running	21}	22
„ „ Engine usage	22}	
„ „ Load of trains	23}	23
„ „ Vehicles and wagons and their usage	24}	
„ „ Density of traffic	25	24
„ „ Repairs of Rolling Stock	26 (a)}	
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„ „ Coal consumption	27 (a)}	
„ „ Coal consumption by classes of service	27 (b)}	26
„ „ Efficiency	28	
„ „ Commodities	29	27
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„ „ „ A to H. (Summary)		
Statement of Oil consumption	31}	34
„ „ Electric train performance	32}	
„ „ Rail Cars (Steam propelled and Internal combustion Engine propelled) performance	33	35

No. 1.—STATEMENT OF ROLLING STOCK FOR THE YEAR ENDED 31st MARCH, 1943.—LOCOMOTIVES—Metre Gauge.

NUMBER AND DESCRIPTION OF LOCOMOTIVES IN SERVICEABLE ORDER AT THE END OF THE YEAR (SEE COLUMN 24)				Tractive effort in lbs. of each locomotive.	Gross weight of engine and tender in working order of each locomotive.	NUMBER OF AUTHORIZED AND SERVICEABLE LOCOMOTIVES AT THE END OF THE PREVIOUS YEAR.										CHANGES IN THE ROLLING STOCK DURING THE YEAR.										CHANGES IN SERVICEABLE LOCOMOTIVES DURING THE YEAR.									
Loco.	Tank.	Total.	Class.			7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26										
				Authorized stock at the end of the previous year.	Authorized new stock not constructed at the end of the previous year.	Authorized stock condemned or sold awaiting replacement at the end of the previous year.	Stock replaced but still running on the line at the end of the previous year.	Serviceable stock at the end of the previous year (=Columns 7-8-9+10).	Additions to authorized stock sanctioned by the Railway Board.	Reductions in authorized stock sanctioned by the Railway Board.	Authorized stock at the end of the year (=Columns 7+12-13).	Authorized new stock not constructed at the end of the year. (=Columns 8+12-16)—reduction in stock not yet constructed (Column 8).	New additions (against columns 8 and 12).	Replacements (against columns 9 and 20).	Increase.	Transfer between classes or groups.	Decrease.	Authorized stock condemned, sold or transferred to replaced list to be replaced.	Authorized stock condemned or sold not to be replaced.	Additions by Transfer from authorized list.	Replaced stock, i. e., stock referred to in column 10 condemned or sold.	Serviceable stock at the end of the year (=Column 11+16+17+18-19-20-21-23+22).	Authorized stock condemned or sold awaiting replacement at the end of the year (=Column 9+20-17-stock written off, net of Column 8).	Stock replaced but still running on the line at the end of the year (=Columns 10+25-23).											
..	..	94	..	105	11	3	2	2	105	2	2	94	11	..											
7	..	7	FX13"	7	..	..	..	7	..	..	7	..	..	..	..	..	..	..	..	..	7	..	..										
8	..	12	FX14"	12	..	..	..	12	..	..	12	..	..	..	..	..	..	..	..	..	12	..	..										
4	..	4	QX13"	4	..	..	..	4	..	..	4	..	..	..	..	..	..	..	..	..	4	..	..										
4	..	4	MX16"	11	..	..	..	4	..	..	11	..	..	..	..	..	..	..	..	..	4	..	..										
15	..	15	PSX15"	21	..	..	..	17	(a)2	..	19	..	..	..	..	(a)2	..	..	..	..	15	(o)4	..	
10	..	10	MSX16"	10	..	..	..	10	..	..	10	..	..	..	..	..	..	..	..	..	10	..	..										
12	..	12	SPX16"	10	..	..	..	10	(b)2	..	12	..	..	..	..	(b)2	..	..	..	..	12	..	..										
5	..	5	HG(A)X16"	5	..	..	..	5	..	..	5	..	..	..	..	..	..	..	..	..	5	..	..										
6	..	6	HG(B)X17"	6	..	..	..	6	..	..	6	..	..	..	..	..	..	..	..	..	6	..	..										
3	..	3	HG(C)X17"	3	..	..	..	3	..	..	3	..	..	..	..	..	..	..	..	..	3	..	..										
Total=	90	94	..	105	11	..	..	94	2	2	105	..	..	..	2	2	..	..	..	..	94	11	..			

EXPLANATORY NOTES.

NOTE.—I.—Number of locomotives lent or hired out to other lines. Nil.
 II.—Number of locomotives on loan or hire from other lines. Nil.
 Statement No. 1—Rolling Stock—Locomotives.
 III. There are 7 spare boilers on this Railway.
 (a) and (b) 2 engines were converted from P. S. to S. P.

No. 2.—STATEMENT OF ROLLING STOCK FOR THE YEAR ENDED 31ST MARCH, 1943.
Rail Cars (Steam propelled), Rail Cars (Internal Combustion engine propelled) and Electric Motor Coaches.

Description of rail cars (steam propelled and Internal Combustion engine propelled) etc., in serviceable order at the end of the year (<i>vide</i> Column 26).	Number of authorised and serviceable stock at the end of the previous year.				Changes in the sanctioned stock during the year.				Changes in serviceable stock during the year.																				
	1 Name of Coaches.	2 Number of axles.	3 Form of driving power.	4 Maximum rated horse-power.	5 Weight on driving axles.	6 Total weight.	Total seats.		9 Authorised stock at the end of the previous year.	10 Authorised new stock not constructed at the end of the previous year.	11 Authorised stock condemned or sold awaiting replacement at the end of the previous year.	12 Stock replaced but still running on the line at the end of the previous year.	13 Serviceable stock at the end of the previous year (=Columns 9-10-11+12).	14 Additions to authorised stock sanctioned by the Railway Board.	15 Reductions in authorised stock sanctioned by the Railway Board.	16 Authorised stock at the end of the year (=Columns 9+14-15).	17 Authorised new stock not constructed at the end of the year (=Columns 10+14-15)-reduction in stock not yet constructed (Column 10).	18 New additions (against Columns 10 & 14).	19 Replacement (against Columns 11 & 22).	20 Increase.	21 Decrease.	22 Authorised stock condemned, sold or transferred to replaced list to be replaced.	23 Authorised stock condemned or sold not to be replaced.	24 Additions by transfer from authorised list.	25 Replaced stock, i. e., stock referred to in Column 12 condemned or sold.	26 Serviceable stock at the end of the year (=Columns 18+19+20-21-22-23-25+24).	27 Authorised stock condemned or sold awaiting replacement at the end of the year (=Columns 11+22-19-stock written off out of column 11).	28 Stock replaced but still running on the line at the end of the year (=Columns 12+21-25).	
							7 Upper class.	8 Lower class.																					
Rail Cars (Steam propelled).	..	..	..	..	..	..	2	2	1	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..
Rail Cars (Internal Combustion engine propelled.)	2	Petrol Ford engine	24 H. P.	T. Gwt. (i) 2-7 (ii) 2-6	T. Gwt. 1-13	7 Chairs for drivers	2 Chairs for servants.	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..
Electric Motor Coaches ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

N.B.—One Rail Car No. 1, belonging to State which was in charge of this Railway sent to over-seas on 6-4-42 vide Manager's No. M. 85E/423/4 of 25-2-42.

No. 3.—STATEMENT OF ROLLING STOCK FOR THE YEAR ENDED 31ST MARCH, 1913—COACHING STOCK.—(Metre Gauge).

Description of Coaching Stock in serviceable order at the end of the year (vide column 24).	Total seats by classes.				Number of authorised and serviceable stock at the end of the previous year.						Changes in the sanctioned authorised stock during the year.						Changes in serviceable stock during the year.						Serviceable stock at the end of the year (—Column 24—)				Authorised stock at the end of the year (—Column 25—)				Stock replaced but still running on the line at the end of the year (—Column 26—)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
	Average weight in tons of each description of vehicle.	Berths.			Seats.	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024	1025	1026	1027	1028	1029	1030	1031	1032	1033	1034	1035	1036	1037	1038	1039	1040	1041	1042	1043	1044	1045	1046	1047	1048	1049	1050	1051	1052	1053	1054	1055	1056	1057	1058	1059	1060	1061	1062	1063	1064	1065	1066	1067	1068	1069	1070	1071	1072	1073	1074	1075	1076	1077	1078	1079	1080	1081	1082	1083	1084	1085	1086	1087	1088	1089	1090	1091	1092	1093	1094	1095	1096	1097	1098	1099	1100	1101	1102	1103	1104	1105	1106	1107	1108	1109	1110	1111

[illegible]

No. 3.—STATEMENT OF ROLLING STOCK FOR THE YEAR ENDED 31ST MARCH, 1943—*Coaching Stock*.—*Metre Gauge*.—(Concluded).

Description of vehicle under at the end of the year (vide column 24).										Total seats by class.			Number of authorised and serviceable stock at the end of the previous year.										Changes in the sanctioned authorised stock during the year.								Changes in serviceable stock during the year.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
Description of vehicle.										First.			Second.			Intermediate.			Third.			Authorised stock at the end of the previous year.			Authorised new stock not constructed at the end of the previous year.			Authorised stock condemned or sold awaiting replacement at the end of the previous year.			Authorised stock not constructed at the end of the previous year.			Stock replaced but still running on the line at the end of the previous year.			Serviceable stock at the end of the previous year (=Column 7+8+9+10).			Additions to authorised stock sanctioned by the Railway Board.			Reductions in authorised stock sanctioned by the Railway Board.			Authorised stock at the end of the year (=Column 7+12-13)			Authorised new stock not constructed at the end of the year (=Column 8+12-16)-Reduction in stock not yet constructed (column 8).			New additions (against columns 8&12).			Replacements (against columns 9&20).			Increase.			Decrease.			Authorised stock condemned, sold or transferred to replaced list: to be replaced.			Authorised stock condemned or sold not to be replaced.			Additions by transfer from authorised list.			Replaced stock i.e. stock referred to in column 10 condemned or sold.			Serviceable stock at the end of the year (i.e. Column 11+16+17+18-19-20-21-22+23+24+25)			Authorised stock condemned or sold awaiting replacement at the end of the year (=Column 9+20-17-stock written off out of column 9).			Stock replaced but still running on the line at the end of the year (=Column 10-22-23+24+25)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
										2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
1. Other Coaching Vehicles.—																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														

No. 5. STATEMENT OF ROLLING STOCK FOR THE YEAR ENDED 31ST MARCH, 1943—Goods Stock—(Metre Gauge.)

Description of Coach Stock (See Column 2)		NUMBER OF AUTHORIZED AND SERVICEABLE STOCK AT THE END OF THE PREVIOUS YEAR								CHANGES IN THE SANCTIONED AUTHORIZED STOCK DURING THE YEAR								CHANGES IN SERVICEABLE STOCK DURING THE YEAR											
Type	Average Rate weight in tons of each description of vehicle	Average carrying capacity in tons of each description of vehicle	Total carrying capacity in tons	Authorized stock at the end of the previous year	Authorized new stock not constructed at the end of the previous year	Authorized stock condemned or sold awaiting replacement at the end of the previous year	Stock replaced but still running on the line at the end of the previous year	Serviceable stock at the end of the previous year (=Columns 5-8-7 + 8)	Additions to authorized stock sanctioned by the Railway Board.	Reductions in authorized stock sanctioned by the Railway Board.	Authorized stock at the end of the year (=Columns 9+10-11).	Authorized new stock not constructed at the end of the year (=Column 6)-(Column 11)-(Column 12) reduction in stock not yet constructed (Column 6).	New additions (against Columns 9 and 10).	Replacements (against Columns 7 and 18).	Increase.	Decrease.	Transfer between classes or groups.	Authorized stock condemned, sold or transferred to replaced list to be replaced.	Authorized stock condemned or sold not to be replaced.	Additions by transfer from authorized list.	Replaced stock, i.e., stock referred to in Column 8 condemned or sold.	Serviceable stock at the end of the year (=Columns 9+11+15+16-17-18-19-21+22)	Authorized stock condemned or sold awaiting replacement at the end of the year (=Columns 7+18-19-stock written off cost of Column 21).	Stock replaced but still running on the line at the end of the year (=Columns 9+20-21).					
1 Covered Wagons—																													
4-wheeled { Over 10 tons and under 15 tons .. Over 15 and up to 20 tons .. Over 20 tons ..	4.23 6.76 6.32	10.00 14.01 17.00	16,137 3,259 4,293	1,514 400 294	..	(a) 236 (a) 60	..	1,514 254 244	(b) 1	..	1,514 491 294	..	..	..	(b) 1	..	..	..	..	..	..	..	1,514 226 244	(a) 236 (c) 20 (a) 60	..
Hogge { Over 15 and up to 20 tons .. Over 20 tons ..	17.70	22.00	.. 14	..	..	..	..	..	(b) 2	..	.. 2	..	..	..	(a) 2	..	..	..	..	..	..	..	..	..	..
Total	..	..	22,763	2,293	..	286	..	2,012	3	..	2,301	..	..	..	3	..	30	..	..	..	..	..	1,985	316	..
2 Open Wagons, high-sided—																													
4-wheeled { Over 10 tons and under 15 tons .. Over 15 and up to 20 tons ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hogge { Over 15 and up to 20 tons .. Over 20 tons ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
3 Open Wagons, low sided—																													
4-Wheeled { Over 10 tons and under 15 tons .. Over 15 and up to 20 tons ..	3.79	9.95	617	92	..	(a) 3	..	.. 89	..	..	.. 92	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hogge { Over 15 and up to 20 tons .. Over 20 tons ..	4.42	13.75	28	70	..	(a) 108	..	2	..	..	70	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total	8.68	22.7	4,828	223	..	(a) 11	..	212	..	..	223	..	..	..	..	..	..	..	..	..	..	..	212	..	..		
Total	..	..	6,503	385	82	..	..	303	..	..	385	..	..	..	..	..	24	..	..	..	..	..	279	109	..

No. 8.—MILEAGE STATEMENT FOR THE YEAR 1942-43.

Name of Railway.	Gauge.	Date of last report for traffic.	ROUTE MILEAGE OPEN ON 31st MARCH 1943.				TRACK MILEAGE OPEN ON 31st MARCH 1943.				MILEAGE OPENED DURING THE YEAR 1942-43.							ROUTE MILEAGE AUTHORIZED BUT NOT OPENED FOR TRAFFIC ON 31st MARCH 1943.				Mileage for Foreign Railways.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
			Single line.	Isolated line.	Treble line, etc., (entered in brackets).	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.	Whether the mileage opened is single, double or treble, etc., or siding.	Tribute for which opened.	Working Agency.	Constructing Agency.	Sanctioned but not commenced.	Under construction.	Proportion of Work completed on 31st March 1943.	Classification.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
																				1	2		3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
Jodhpur Railway (Jodhpur Section)	3'-3"	21-6-32	80795	80795	80595	10818	13-17	92870

SUMMARY OF THE MILEAGE OF JODHPUR RAILWAY ON 31st MARCH 1943.

Classification.	ROUTE MILEAGE OPEN ON THE 31st MARCH 1943.			TRACK MILEAGE OPEN ON THE 31st MARCH 1943.			ROUTE MILEAGE AUTHORIZED BUT NOT OPENED FOR TRAFFIC ON 31st MARCH 1943.		
	Single Line.	Double, Treble etc., lines as the case may be.		Running track.	Sidings.	Total.	Route mileage opened during the year 1942-43.	Sanctioned but not commenced.	Under construction.
	1	2	3	4	5	6	7	8	9
1. Total State Owned Railway— 3'-3" Gauge	31874	..	..	31874	67-54	38628	..	..	..
2. Total other Railways— 3'-3" Gauge	80695	..	..	80695	121-65	928-60	..	..	..
3. Total by gauge— 3'-3" Gauge	1,125-69	..	..	1,125-69	189-19	1,314-88	..	..	..

EXPLANATIONS FOR DIFFERENCES.

** Includes Mirpurkhas-Khadro Railway purchased by the Government of India from 1-1-1943.

(a) Decrease is due to removal of sidings.
(b) Increase is due to more sidings laid.

Statement No. 9.—Description of Railway Worked for the year 1942-43.

Item.	Heading.	Gauge.
		3'—3 $\frac{3}{8}$ "
9·01	Mean mileage worked Miles.	1,124·92
9·02	Number of stations No.	175
9·02(a)	Number of block-huts, branch booking offices and out-agencies. No.	Nil.
9·02(b)	Number of train halts No.	Nil.
9·03	Total length of the following gradients—	
	(a) 1/50 and less Miles.	0·51
	(b) 1/51 to 1/80 "	Nil.
	(c) 1/81 to 1/100 "	2·51
	(d) 1/101 to 1/200 "	234·7
	(e) 1/201 to 1/300 "	80·4
	(f) Total (a) to (e) "	318·1
9·04	Steepest gradient worked.—	
	(a) Length Miles.	0·51
	(b) Inclination "	1 in 50
9·05	Maximum degree of curvature and radius—	
	(a) Degree of curvature	8·00
	(b) Radius in feet	716
9·06	Ratio of curve to total length of line (expressed as a percentage) ..	8·80
9·07	Average amount of curvature per mile Degrees	11·4

No. 12.—Statement of Passenger Revenue Statistics for the year 1942-43.

Item.	Heading.						Amount or Number.
	Passengers originating on Home line whether local or Foreign (in hundreds)—						
12-01	1st class	..	..	..	..	..	3,8
12-02	2nd "	..	..	..	..	..	38,6
12-03	Inter "	..	..	..	..	..	314,5
12-04	3rd "	..	..	..	..	..	4,791,9
12-05	Total (12-01 to 12-04)	..	..	..	..	..	5,148,8
12-06	Other traffic all classes	..	..	..	..	..	536,7
12-07	Total (Items 12-05 and 12-06)	..	..	..	..	..	5,685,5
	Number of passengers carried (in hundreds)—						
12-08	1st class	..	..	..	..	..	10,6
12-09	2nd "	..	..	..	..	..	63,6
12-10	Inter "	..	..	..	..	..	327,6
12-11	3rd "	..	..	..	..	..	5,283,7
12-12	Total (Items 12-08 to 12-11)	..	..	..	..	..	5,685,5
	Passenger miles (in thousands)—						
12-13	1st Class	..	..	..	..	..	2,139
12-14	2nd "	..	..	..	..	..	8,497
12-15	Inter "	..	..	..	..	..	13,317
12-16	3rd "	..	..	..	..	..	256,901
12-17	Total (12-13 to 12-16)	..	..	..	..	..	280,854
	Average number of miles a passenger was carried.—						
12-18	1st class	..	..	..	..	..	200.9
12-19	2nd "	..	..	..	..	..	133.6
12-20	Inter "	..	..	..	..	..	40.6
12-21	3rd "	..	..	..	..	..	48.6
12-22	Total	..	..	..	..	..	49.4
	Earnings from passengers carried (in thousands)—						
12-23	1st Class	..	..	..	..	..	2,04
12-24	2nd "	..	..	..	..	..	5,01
12-25	Inter "	..	..	..	..	..	3,64
12-26	3rd "	..	..	..	..	..	51,28
12-27	Total (12-23 to 12-26)	..	..	..	..	..	61,97
	Average rate (in pies) charged per passenger per mile.—						
12-28	1st class	..	..	..	..	..	18.3
12-29	2nd "	..	..	..	..	..	11.3
12-30	Inter "	..	..	..	..	..	5.25
12-31	3rd "	..	..	..	..	..	3.33
12-32	Total	..	..	..	..	..	4.24
12-33	Total Parcel earnings (in thousands)	..	..	..	..	..	8,57
12-34	Other miscellaneous coaching earnings (in thousands)	..	..	..	..	..	3,61
12-35	Total other coaching earnings Items (12-33 to 12-34)	..	..	..	..	..	12,18
12-36	Total coaching earnings (in thousands)—	..	..	..	..	..	74,15

No. 12.—Statement of Passenger Revenue Statistics for the year 1942-43.—(Concluded).

Item.	Heading.				Number carried.	Earnings.
	Number of and earnings from passengers carried on the system—				No.	Rs.
	Full fares.—					
12.37	1st class	..	..	..	5,584	1,04,409
12.38	2nd „	..	..	..	45,141	3,49,857
12.39	Inter „	..	..	..	313,851	3,44,150
12.40	3rd „	..	..	..	5,092,520	48,53,819
12.41	Total (12.37 to 12.40)	..	..	..	5,457,096	56,52,235
	Season and Zone tickets—					
12.42	1st class	..	..	..	Nil.	Nil.
12.43	2nd „	..	..	..	Nil.	Nil.
12.44	Inter „	..	..	..	28	8
12.45	3rd „	..	..	..	10,537	4,205
12.46	Total (12.42 to 12.45)	..	..	..	10,565	4,213
	Other traffic carried at less than full fares.—					
12.47	1st class	..	..	..	5,064	99,662
12.48	2nd „	..	..	..	18,433	1,51,549
12.49	Inter „	..	..	..	13,771	19,948
12.50	3rd „	..	..	..	180,611	2,69,539
12.51	Total (12.47 to 12.50)	..	..	..	217,879	5,40,698
	Total Traffic.—					
12.52	1st class	..	..	..	10,648	2,04,071
12.53	2nd „	..	..	..	63,574	5,01,406
12.54	Inter „	..	..	..	327,650	3,64,106
12.55	3rd „	..	..	..	5,283,668	51,27,563
12.56	Total (12.52 to 12.55)	..	..	..	5,685,540	61,97,146

Number of and earnings from passengers carried on the system by zones, excluding military passengers and passengers holding season tickets for the year 1942-43.

Item.	Zones.		1 to 50 Miles.				51 to 150 Miles.				151 to 300 Miles.				Over 300 Miles.				Total.			
	Class.	No.	Percentage of total.	Amount.	Percentage of total.	No.	Percentage of total.	Amount.	Percentage of total.	No.	Percentage of total.	Amount.	Percentage of total.	No.	Percentage of total.	Amount.	Percentage of total.	No.	Percentage of total.	Amount.	Percentage of total.	
12.57	1st	1,874	21.38	Rs. 6,452	3.87	2,520	28.76	Rs. 27,676	16.61	269	3.07	Rs. 6,317	3.79	4,101	46.79	Rs. 1,26,185	75.73	8,764	%	Rs. 1,66,630	%	
12.58	2nd	28,119	53.34	46,525	12.60	12,189	23.12	71,859	19.45	1,494	2.84	18,021	4.88	10,911	20.70	2,32,933	63.07	52,713	%	3,69,338	%	
12.59	Inter	276,653	85.04	1,88,201	51.08	41,158	12.65	88,825	25.53	1,571	0.48	8,041	2.31	5,954	1.83	62,899	18.08	325,336	%	3,47,966	%	
12.60	3rd	3,999,669	76.59	16,96,008	35.33	998,767	19.12	17,68,696	36.84	94,821	1.82	3,70,138	7.71	128,959	2.47	9,65,693	20.12	5,222,216	%	48,00,535	%	
12.61	Total	4,306,315	76.78	19,37,186	34.08	1,054,634	18.80	19,57,056	34.43	98,155	1.75	4,02,517	7.08	149,925	2.67	13,87,710	24.41	5,609,029	%	56,84,469	%	

No. 13.—Statement of Goods Revenue Statistics.

Item.	Heading.	Amount or Number.
	Tons originating on Home line (whether local or foreign)—(in thousands)—	
13-01	Coal for the public .. .. .	..
13-02	Coal for Foreign railways and Home line construction ..	..
13-03	Coal for Home line	7
13-04	Grain and oil seeds	270
13-05	Other commodities (including other revenue stores) ..	775
13-06	Total (Items 13-01 to 13-05)	1,052
13-07	Other traffic	438
13-08	Total (Items 13-06 + 13-07)	1,490
	No. of tons carried (in thousands)—	
13-09	Coal for the public	16
13-10	Coal for Foreign railways and Home line construction ..	1
13-11	Coal for Home line	70
13-12	Grain and oil seeds	349
13-13	Other commodities (including other revenue stores) ..	1,054
13-14	Total (Items 13-09 to 13-13)	1,490
13-15	Actual number of tons carried on the system (in thousands) ..	1,490
13-16	No. of tons terminating (in thousands)	860
13-17	No. of tons of cross traffic (in thousands)	220
	Net ton miles (in thousands)—	
13-18	Coal for the public	878
13-19	Coal for Foreign railways and Home line construction ..	31
13-20	Coal for Home line	13,983
13-21	Grain and oil seeds	75,857
13-22	Other commodities (including other revenue stores) ..	140,423
13-23	Total (Items 13-18 to 13-22)	231,172
	Average miles a ton of goods was carried—	
13-24	Coal for the public	56
13-25	Coal for Foreign railways and Home line construction ..	45
13-26	Coal for Home line	200
13-27	Grain and oil seeds	217
13-28	Other commodities (including other revenue stores) ..	133
13-29	Total coal excluding coal for Home line	55
13-30	Total goods including coal	155

No. 13.—Statement of Goods Revenue Statistics—(Concluded.)

Item.	Heading.	Amount or Number.
	Earnings from goods carried (in thousands)—	
13·31	Coal for the public	18
13·32	Coal for Foreign railways and Home line construction ..	1
13·33	Coal for Home line	1,63
13·34	Grain and oil seeds	27,03
13·35	Other commodities (including other revenue stores) ..	76,82
13·36	Total (Items 13·31 to 13·35)	1,05,67
	Average rate (in pies) charged for carrying a ton of goods one mile—	
13·37	Coal for the public	4·03
13·38	Coal for Foreign railways and Home line construction ...	2·48
13·39	Coal for Home line	2·24
13·40	Grain and oil seeds	6·84
13·41	Other commodities (including other revenue stores) ..	10·50
13·42	Total coal excluding coal for Home line	3·97
13·43	Total goods including coal	8·78
13·44	Total other goods earnings (in thousands)—	40
13·45	Total goods earnings (in thousands)—	1,06,07
13·46	Total electric telegraph earnings (in thousands)	39
13·47	Total Sundry earnings (in thousands)	8,71
13·48	Total gross earnings (in thousands)	1,89,32
	Steam boat earnings (already included in respective coaching and goods earnings)—(excluding refunds, etc.) (in units)—	
13·49	Coaching .. .. .	..
13·50	Goods .. .. .	..
13·51	Total .. .. .	..
13·52	Average miles a ton of total coal (including coal for Home line) was carried	173

No. 14.—Statement of Revenue Earnings and Expenses rated against selected units.

Item.	Heading.	Percentage or Amount.	Remarks.
FINANCIAL RESULTS.			
14-01	Percentage of net earnings (including Steamboat traffic) on capital outlay on lines open and partly open. i. e. on the revenue earning mileage Percent.	13-44	J. Ry. 10.38 J. H. R. including M.K.B. Ry. 24.81
14-03	Capital outlay per route mile .. Rs.	55,165	J. Ry. 60,592 J. H. R. including M.K.B. Ry. 41,424
14-04	Gross earnings (in thousands of Rupees) Rs.	1,89,32	
14-05	Gross earnings per mean mile worked ..	16,830-18	
14-06	Gross earnings per mean mile worked per week ..	322-77	
14-07	Gross earnings per train mile	9-44	
14-08	Total working expenses (in thousands of rupees) ..	1,05,83	
14-09	Working expenses per mean mile worked per week	180-46	
14-10	Working expenses per train mile	5-28	
14-11	Net earnings (in thousands of rupees)	83,49	
14-12	Net earnings per mean mile worked	7,421-90	
14-13	Net earnings per train mile	4-16	
14-14	Cost per 1,000 gross ton-miles (including weight of engine) Rs.	12-15	
14-15	Percentage of total working expenses on total earnings Percent.	55-90	
14-16	Percentage of total working expenses on total earnings, excluding from both sides of the account the expenses and earnings respectively. due to the carriage of revenue stores Percent.	55-79	
14-17	(Inclusive of Steamboat earnings and expenditure on the maintenance and working of Ferry steamers and Harbours). Percentage of total working expenses on total earnings Percent.	55-90	

No. 15.—Results of Working.

Item.	Heading.	Amount or percentage.
DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.		
15-01	Total working expenses for both coaching and goods traffic, excluding Expenditure on the Maintenance and working of Ferry Steamers and Harbours and after deducting telegraph and sundry earnings Rs.	96,73,414
15-02	Proportions dividing expenditure in ratio of gross ton mileage— Coaching Rs.	34,98,371
15-03	Goods Rs.	61,75,043
COACHING TRAFFIC.		
15-04	Coaching earnings per train mile Rs.	7-97
15-05	Cost of hauling a passenger train one mile Rs.	3-76
15-06	Profit on working a passenger train one mile Rs.	4-21
15-07	Earnings per coaching vehicle per mile pies.	65-7
15-08	Cost of hauling a passenger vehicle one mile pies.	31-0
15-09	Profit on working a passenger vehicle one mile pies.	34-7
GOODS TRAFFIC.		
15-10	Goods earnings per train mile Rs.	9-87
15-11	Cost of hauling a goods train one mile Rs.	5-74
15-12	Profit on working a goods train one mile Rs.	4-13
15-13	Earnings per goods vehicle per mile (excluding brakes) pies.	46-3
15-14	Cost of hauling a goods vehicle one mile pies.	26-9
15-15	Profit on working a goods vehicle one mile pies.	10-4
15-16	Cost of hauling a goods unit (viz., one ton) one mile pies.	5-13
15-17	Cost of hauling a goods unit one mile (including interest on capital expended on open lines at the rate of 4 per cent per annum, Rs. 24,83,929/-). pies.	6-45
15-18	Profit on working a goods unit (viz., one ton) one mile pies.	3-65

No. 16.—Statement of Ton-Mileage.

Item.	Heading.	Number in thousands.
16-01	Net or freight ton-miles (goods and proportion of mixed) excluding traffic carried in departmental train	230,118
Gross ton-miles (excluding weight of engine and departmental).—		
16-02	Passenger and proportion of mixed	240,067
16-03	Goods and proportion of mixed	449,088
Gross ton-miles (including weight of engine but excluding departmental).—		
16-04	Passenger and proportion of mixed	287,529
16-05	Goods and proportion of mixed	505,484
Total gross ton-miles (including weight of engine and departmental).—		
16-06	Passenger and proportion of mixed	288,041
16-07	Goods and proportion of mixed	508,428

No. 17.—Statement of Train and Engine Mileage.

Item.	Heading.						Number in thousands.
	TRAIN MILES.—						
17-01	Passenger	..	..	..	..	..	440*
17-02	Goods.—						
	(a) Main line	..	..	..	..	..	589
	(b) Branch line	..	..	..	..	..	70
	(c) Total	..	..	..	..	..	659
17-03	Mixed.—						
	(a) Passenger proportion	..	..	..	..	..	486
	(b) Goods proportion	..	..	..	..	..	407
	(c) Total	..	..	..	..	..	893
17-04	Passenger and proportion of Mixed	..	..	..	..	..	926
17-05	Goods and proportion of Mixed	..	..	..	..	..	1,066
17-06	Total (Items 17-04 & 17-05)	..	..	..	..	..	1,992
17-07	Departmental.—						
	(a) Passenger and total Mixed	..	..	..	..	..	5
	(b) Goods	..	..	..	..	..	7
	(c) Total [Items 17-07 (a) & 17-07 (b)]	..	..	..	..	..	12
17-08	Shunting miles.—						
	Passenger and proportion of Mixed.—						
	(a) Shunting engines	..	..	..	..	..	29
	(b) Train engines	..	..	..	..	..	65
	(c) Total	..	..	..	..	..	94
	Goods and proportion of Mixed.—						
	(d) Shunting engines	..	..	..	..	..	(a) 223
	(e) Train engines	..	..	..	..	..	93
	(f) Total	..	..	..	..	..	(a) 316
17-09	Other engine miles.—						
	Passenger and proportion of Mixed.—						
	(a) Assisting required	..	..	..	..	..	5
	(b) Assisting not required	..	..	..	..	..	8
	(c) Light	..	..	..	..	..	11
	(d) Total 'Other' [Items 17-09 (a) to 17-09 (c)]	..	..	..	..	..	24
	Goods and proportion of Mixed.—						
	(e) Assisting required	..	..	..	..	..	4
	(f) Assisting not required	..	..	..	..	..	7
	(g) Light	..	..	..	..	..	47
	(h) Siding	..	..	..	..	..	1
	(i) Total 'Other' [Items 17-09 (e) to 17-09 (h)]	..	..	..	..	..	59
17-10	Departmental (including shunting).—						
	(a) Passenger and total Mixed	..	..	..	..	..	Nil.
	(b) Goods-Engineering	..	..	..	..	..	1
	(c) Total Goods	..	..	..	..	..	105
	(d) Total Departmental [Items 17-07 (c) 17-10 (a) and (c)]	..	..	..	..	..	117
17-11	Total engine miles.—						
	(a) Traffic engine miles.—						
	(i) Passenger and proportion of Mixed	..	..	..	..	..	1,044
	(ii) Goods and proportion of Mixed	..	..	..	..	..	1,441
	(b) Total including departmental [17-10 (d), 17-11 (a) (i) & (ii)]	..	..	..	..	..	2,485

No. 18.—Statement of Engine Hours.

Item.	Heading.	Amount or Number in hundreds
18-01	Train hours—Traffic service.—	
	(a) Passenger proportion	25,3
	(b) Mixed trains.—	
	(i) Passenger proportion	37,8
	(ii) Goods proportion	31,7
	(iii) Total	69,5
	(c) Goods Trains.—	
	(i) Main line	64,6
	(ii) Branch line	8,5
	(iii) Total	73,1
18-02	Shunting hours—Traffic service.—	
	(a) Passenger and proportion of Mixed	18,9
	(b) Goods and proportion of Mixed	(a) 63,2
18-03	Other engine hours—Traffic service.—	
	(a) Passenger and proportion of Mixed.. .. .	31,3
	(b) Goods and proportion of Mixed	53,6
	(c) Siding engine hours .. .. .	...
18-04	Total engine hours—Traffic service.—	
	(a) Passenger and proportion of Mixed.. .. .	113,3
	(b) Goods and proportion of Mixed (including siding)	221,6
18-05	Departmental engine hours.—	
	(a) Passenger and total Mixed	7
	(b) Goods	21,8
	(c) Total	22,5
	(d) Mixed—Passenger proportion	1
	(e) Mixed—Goods proportion	2
18-06	Total engine hours [18-04 (a) & (b) + 18-05 (c)]	357,4
18-07	Percentage of train engine hours to total engine hours.—	
	(a) Passenger and proportion of Mixed train engine hours to total engine hours (Passenger and proportion of Mixed)	55
	(b) Goods and proportion of Mixed train engine hours to total engine hours (Goods and proportion of Mixed)	43

(a) Excludes 26 (in hundreds) hours on account of Jodhpur Railway engine performing shunting at Marwar-Junction Joint station with B. B. & C. I. Railway.

No. 19.—Statement of Vehicle and Wagon Miles.

Item.	Heading.	Number in thousands or percentage.
19'01	Passenger Trains.—	
	(a) Coaching vehicles	9,898
	(b) Other vehicles	497
	(c) Total	9,895
19'02	Mixed Trains (Passenger proportion).—	
	(a) Coaching vehicles	11,120
	(b) Other vehicles	623
	(c) Total	11,743
19'03	Total Passenger and Proportion of Mixed.—	
	(a) Coaching vehicles	20,518
	(b) Other vehicles	1,120
	(c) Total	21,638
19'04	Goods Trains.—	
	(i) Main lines.—	
	(a) Loaded	24,201
	(b) Total '	31,719
	(c) Percentage loaded of total	76
	(ii) Branch lines.—	
	(a) Loaded	1,158
	(b) Total	2,036
	(c) Percentage loaded of total	57
19'05	Mixed trains (Goods proportion only).—	
	(a) Loaded	7,801
	(b) Total	10,022
19'06	Grand total (Goods including proportion of Mixed).—	
	(a) Loaded	33,160
	(b) Total	43,777
	(c) Percentage loaded of total	76
19'07	Departmental.—	
	(a) Passenger and total Mixed	38
	(b) Goods	237
	(c) Total	275
19'08	Brake Vans.—	
	(a) Passenger and total Mixed	1,141
	(b) Goods	784
	(c) Total	1,925

No. 20.—Statement of Running of Trains and speed of Goods Trains.

Item.	Heading.				Number.
					Railway's own trains.
	Running of passenger and mixed trains (Traffic).—				
	(a) Mail and important through trains.—				
20·01	Total number of trains run	..	..	..	1,825
20·02	Number of trains not losing time	..	..	..	1,614
20·03	Percentage of trains not losing time	..	..	..	88·4
20·04	Average time table speed	..	..	..	20·0
	(b) Suburban trains.—				
20·05	Total number of trains run	..	..	..	} Nil.
20·06	Number of trains not losing time	..	..	..
20·07	Percentage of trains not losing time	..	..	..
20·08	Average time table speed	..	..	..
	(c) Mixed trains.—				
20·09	Total number of trains run	..	..	..	11,811
20·10	Number of trains not losing time	..	..	..	10,776
20·11	Percentage of trains not losing time	..	..	..	91·2
20·12	Average time table speed	..	..	..	13·3
	(d) Other passenger trains.—				
20·13	Total number of trains run	..	..	..	2,251
20·14	Number of trains not losing time	..	..	..	1,895
20·15	Percentage of trains not losing time	..	..	..	84·2
20·16	Average time table speed	..	..	..	17·5
	Average speed of goods trains.—				
	Through goods trains.—				
	Train miles per train engine hour.—				
20·17	Main lines	..	..	..	11·1
20·18	Branch lines	..	..	..	9·13
20·19	Total	..	..	..	10·0
	All goods trains.—				
	Train miles per train engine hour.—				
20·20	Main lines	..	..	..	8·38
20·21	Branch lines	..	..	..	8·20
20·22	Total	..	..	..	8·36

No. 21.—Statement of Shunting and Light Running.

Item.	Heading.	Number.
21-01	Passenger and proportion of Mixed (excluding departmental).— Shunting miles per 100 train miles	10.2
21-02	Light engine miles per 100 train miles	1.13
21-03	Light and assisting not required miles per 100 train miles ..	2.00
21-04	Goods and proportion of Mixed (excluding departmental).— Shunting engine miles per 100 train miles	29.6
21-05	Light engine miles per 100 train miles	4.41
21-06	Light and assisting not required miles per 100 train miles ..	5.08

No. 22.—Statement of Engine usage.

22-01	Average number of engines.— Authorised stock	105
22-02	On Line	94
22-03	Under or awaiting repairs	8
22-04	Available for use	86
22-05	Actual number in good repair stored.— Maximum number in any one month .. .. .	..
22-06	Minimum number in any one month .. .. .	..
22-07	Average number in use daily on.— Passenger service	11
22-08	Mixed service	23
22-09	Goods service	23
22-10	Departmental service	4
22-11	Shunting including siding	12
22-12	Total	73
22-13	Spare	13
22-14	Maximum number in use on any one day	87
22-15	Engine miles per day.— Per passenger engine	112
22-16	Per mixed engine	127
22-17	Per goods engine	84
22-18	Per engine in use	97
22-19	Per engine on the line	76
22-20	Net-Ton miles.— Per goods locomotive day on the line	10,140
22-21	Per goods locomotive day in use	13,984
22-22	Hours worked.— Per day per engine available for use	11.4

No. 23.—Statement of Loads of Trains.

Item.	Heading.	Number or Tons,
	(AVERAGE TRAIN LOAD EXCLUDING DEPARTMENTAL TRAINS).—	
	Passenger trains.—	
23·01	No. of vehicles per train (in terms of four-wheelers) .. No.	23
	Passenger including proportion of Mixed.—	
23·02	Gross weight (including weight of engine) .. Tons.	311
	Goods trains—	
	Main lines—	
23·03	Loaded wagons per train (in terms of four-wheelers) .. No.	41
23·04	Total wagons per train (in terms of four-wheelers) .. No.	54
23·05	Percentage loaded of total	75·9
	Branch Lines—	
23·06	Loaded wagons per train (in terms of four-wheelers) .. No.	17
23·07	Total wagons per train (in terms of four-wheelers) .. No.	29
23·08	Percentage loaded of total	58·6
	Goods and proportion of Mixed (Main and Branch lines).—	
23·09	Net or Freight weight Tons.	216
23·10	Gross weight (including weight of engine) .. Tons.	472
23·11	Gross weight (excluding weight of engine) .. Tons.	421

No. 24.—Statement of Vehicles and Wagons and their usage.

	Coaching Stock—	
	Average authorised stock (in units)—	
24·01	Passenger carriages No.	277
24·02	Other coaching vehicles No.	111
	Average number on the line—	
	Passenger carriage:—	
24·03	In units No.	275
24·04	In terms of four-wheelers No.	479
	Other coaching vehicles—	
24·05	In units No.	37
24·06	In terms of four-wheelers No.	45
24·07	Vehicle miles per vehicle day .. Miles.	107
	Goods Stock—	
24·08	Average authorised stock (in units) .. No.	2,765
	Average number of wagons owned—	
24·09	In units No.	2,339
24·10	In terms of four-wheelers No.	2,569
24·11	Average number of wagons on the line daily pooled and non-pooled (in terms of four-wheelers.) .. No.	2,352
	Average wagon load—(In terms of four-wheelers)	
	Starting load—	
24·12	Coal and coke (including revenue coal and coke) .. Tons.	10·5
24·13	Heavy merchandise	10·3
24·14	Light merchandise	5·63
	During the run—	
24·15	All traffic Tons.	6·94
24·16	Wagon miles per wagon day in terms of four-wheelers. .. Miles.	48·5
24·17	Net ton miles per wagon day in terms of four-wheelers .. Miles.	268

No. 25.—Statement of Density of Traffic.

Item.	Heading.	Number
	Passenger Miles per annum.—	
25·01	Per running track mile	251,593
25·02	Per route mile	251,593
	Net Ton-Miles per annum.—	
25·03	Per running track mile	205,360
25·04	Per route mile	205,360
	Gross Ton-Miles per annum.—	
25·05	Per running track mile	707,538
25·06	Per route mile	707,538
25·07	Train miles per running track mile per day (including departmental)	4·88

No. 26 (a)—Statement of Repairs of Rolling Stock.

Item.	Heading.	Number.
	ENGINES.—	
	Average number under or awaiting repairs daily.—	
	In mechanical workshops.—	
26(a)·01	Number	3
26(a)·02	Percentage of Item 26(a)·01 to average total number on the line	3·19
	In sheds and transportation workshops.—	
26(a)·03	Number	5
26(a)·04	Percentage of Item 26(a)·03 to average total number on the line	5·32
	COACHING STOCK.—	
	Average number under or awaiting repairs daily (in units)—	
	In mechanical workshops.—	
26(a)·05	Passenger Carriages No.	26
26(a)·06	Other Coaching Vehicles No.	4
26(a)·07	Percentage of Item 26(a)·05 to average total number on the line	9·39
26(a)·08	Percentage of Item 26(a)·06 to average total number on the line	10·8
	In sick lines and transportation workshops.—	
26(a)·09	Passenger Carriages No.	1·41
26(a)·10	Other Coaching Vehicles No.	0·18
26(a)·11	Percentage of Item 26(a)·09 to average total number on the line	0·51
26(a)·12	Percentage of Item 26(a)·10 to average total number on the line	0·49
	GOODS STOCK.—	
	Average number of unserviceable wagons daily (in terms of 4-wheelers)	
	In mechanical workshops.—	
26(a)·13	Number	51
26(a)·14	Percentage of Item 26(a)·13 to average number on the line daily	2·17
	In sick lines and transportation Workshops.—	
26(a)·15	Number	24
26(a)·16	Percentage of Item 26(a)·15 to average number on the line daily	1·02
	Average number of Hot boxes—(monthly).	
26(a)·17	Coaching	4·33
26(a)·18	Goods	30·3
26(a)·19	Coaching hot boxes per 10,000,000 vehicle miles ..	23
26(a)·20	Goods hot boxes per 1,000,000 wagon miles ..	8

No. 26 (b)—Statement of cost of Repairs and Maintenance of Rolling Stock.

Item.	Heading.	Number.		
26 (b) ·01	Total equated engine miles	1,806,832		
26 (b) ·02	Average number of coaching vehicles on line (in terms of 4-wheelers)	611		
26 (b) ·03	Average number of wagons owned (in terms of 4-wheelers) including departmental	2,722		
		In Mechanical workshops.	In Transportation Depots.	Total.
		Rs.	Rs.	Rs.
26 (b) ·04	Total cost of repairs and maintenance of—			
	(i) 4·01 Locomotives	2,74,473	2,80,243	5,54,716
	(ii) 4·02 Coaching vehicles	2,13,726	18,584	2,32,310
	(iii) 4·03 Wagons	1,56,885	22,237	1,79,122
		Locomotives.		
26 (b) ·05	Cost of ordinary repairs and maintenance to Locomotives per equated engine mile ..	As. 2·43	As. 2·48	As. 4·91
		Coaching-Stock.		
26 (b) ·06	Cost of ordinary repairs and maintenance per coaching vehicle (in terms of four-wheelers).	Rs. 349·8	Rs. 30·4	Rs. 380·2
		Wagons.		
26 (b) ·07	Cost of ordinary repairs and maintenance per wagon (in terms of four-wheelers) ..	57·6	8·17	65·8

No. 27 (a).—Statement of coal consumption by classes of coal.

Item.	Heading.	Amount or Number.
	Fuel consumed by locomotives.—	
27 (a) ·01	Foreign Coal Tons.	Nil.
27 (a) ·02	Indian Coal	63,241
27 (a) ·03	Wood	232
27 (a) ·04	Oil fuel .. ..	..
27 (a) ·05	Total (in terms of coal)	63,334
	Fuel consumed for all other purposes, such as, for pumping engines, workshops, steamers, etc.—	
27 (a) ·06	Foreign coal	Nil.
27 (a) ·07	Indian coal	3,787
27 (a) ·08	Wood	Nil.
27 (a) ·09	Oil fuel	Nil.
27 (a) ·10	Total (in terms of coal)	3,787
	Total fuel consumed—	
27 (a) ·11	Foreign coal	Nil.
27 (a) ·12	Indian coal	67,028
27 (a) ·13	Wood	232
27 (a) ·14	Oil fuel	Nil.
27 (a) ·15	Total (in terms of coal)	67,121
	Average cost per ton (at Pitsmouth or station of supply)—	Rs.
27 (a) ·16	Foreign coal	Nil.
27 (a) ·17	Indian coal	4·06
27 (a) ·18	Wood	5·41
27 (a) ·19	Oil fuel	Nil.
	Average cost per ton (including all freight, both rail and sea, from Pitsmouth or station of supply to engine shed from where issued to Locomotives)—	
27 (a) ·20	Foreign coal	Nil.
27 (a) ·21	Indian coal	17·08
27 (a) ·22	Wood	5·41
27 (a) ·23	Oil fuel	Nil.

No. 27 (b)—Statement of coal consumption by classes of service.

Item.	Heading.	Amount or Number.
	Passenger and total mixed.—	
27 (b)·01	Total Tons of coal consumed Tons.	28,743
27 (b)·01-A	Rail Cars (steam propelled).—Total tons of coal consumed ..	..
27 (b)·01-B	Rail Cars (Internal combustion engine propelled).—Total tons of coal consumed .. ..	..
	Passenger and proportion of Mixed.—	
27 (b)·02	lbs. of coal consumed per 1,000 gross ton miles .. lbs.	142·3
	Goods.—	
27 (b)·03	Total tons of coal consumed Tons.	26,936
	Goods and proportion of Mixed.—	
27 (b)·04	lbs. of coal consumed per 1,000 gross ton miles .. lbs.	155·9
	Shunting, including sidings(all services)—	
27 (b)·05	Total tons of coal consumed Tons.	3,794
27 (b)·06	lbs. per engine mile lbs.	32·0
27 (b)·06-A	Locomotives on miscellaneous services—Total tons of coal consumed Tons.	1,921
	Departmental.—	
27 (b)·07	Total tons of coal consumed Tons.	1,940
27 (b)·08	Total tons of coal used on all locomotive services .. Tons.	63,334
	Fuel consumed for other than locomotive purposes—	
27 (b)·09	Water pumping stations	1,822
27 (b)·10	Electric generating stations .. ..	..
27 (b)·11	Miscellaneous purposes	1,965
27 (b)·12	Total	3,787

Note:—Item 27 (b)·05 includes 187 tons of coal consumed by Jodhpur Railway Engine in performing shunting at Marwar-Junction joint station for B. B. & O. I. Ry.

Item 27 (b)·08 includes 107 tons of coal taken in the cumulative figures of item 14·04 of S. T. 2 for March 1943.

No. 28—Statement of Efficiency.

Item.	Heading.	Amount or Number
	Goods and proportion of Mixed.—	
	Wagon miles.—	
28·01	Per shunting engine hour (excluding departmental) ..	693
28·02	Per engine hour (including departmental)	180
28·03	Net ton miles (excluding weight carried in departmental trains) per engine hour including departmental ..	945
	Gross ton miles (including weight of engine)—	
28·04	Per engine hour including weight of engine and departmental ..	2,087
28·05	Per train engine hour excluding weight of engine and departmental	4,284

No. 29—Statement of Commodities.
(Figures in Hundreds.)

Item	Commodity.	Quantity originating on home line whether local or Foreign	Other traffic.	Total.	Earnings from each Commodity
		Tons.	Tons.	Tons.	Rs.
29-01	FUEL— Coal and Coke and Patent fuel— For the Public ..	2	15,6	15,8	18,4
29-02	For Foreign Railways and Home Line constructions ..	..	6	6	4
29-03	Total ..	2	16,2	16,4	18,8
29-04	Oil fuel ..	4	4,0	4,4	73,0
29-05	Firewood and other fuel ..	23,5	2,7	26,2	65,0
29-06	HEAVY MERCHANDISE— Rice in the husk ..	6	2	8	3,9
29-07	Rice not in the husk ..	6,8	12,3	19,1	1,69,3
29-08	Gram and Pulse ..	7,4	15,0	22,4	1,83,2
29-09	Wheat ..	153,6	18,8	172,4	12,16,8
29-10	Jawar and Bajra ..	15,2	8,1	23,3	1,75,9
29-11	Other grains ..	10,2	3,5	13,7	1,16,0
29-12	Marble and stone ..	117,2	3,4	120,6	4,80,0
29-13	Salt ..	56,4	7,8	64,2	3,12,9
29-14	Sugar, refined and unrefined ..	3,2	15,4	18,6	2,01,9
29-15	Wood unwrought ..	1,3	5,6	6,9	39,0
29-16	Metallic Ores ..	1	..	1	1,3
29-17	Oil seeds ..	75,8	21,6	97,4	8,38,2
29-18	Cotton, raw, pressed ..	56,1	21,7	77,8	11,48,5
29-19	Petrol (in bulk ) ..	..	2,6	2,6	96,4
29-20	Kerosine oil (in bulk) ..	..	3	3	8,2
29-21	Cement ..	1,9	4,9	6,8	63,3
29-22	Total Heavy Merchandise ..	505,8	141,2	647,0	50,54,8
29-23	LIGHT MERCHANDISE— Cotton, raw, unpressed ..	39,3	3	39,6	2,69,8
29-24	Cotton manufactured ..	5,9	18,2	24,1	6,13,5
29-25	Fodder ..	11,0	4,8	15,8	1,23,5
29-26	Fruits & vegetables fresh ..	8,9	11,8	20,7	1,69,4
29-27	Gur, Jagree, Molasses, etc. (not in bulk). ..	5,3	12,5	17,8	1,76,1
29-28	Jute Raw ..	..	..	..	1
29-29	Jute, manufactured ..	4,7	9,4	14,1	1,57,6
29-30	Iron and steel wrought ..	2,2	10,9	13,1	2,31,3
29-31	Kerosine Oil (in tins). ..	6	4,0	4,6	1,08,6
29-32	Petrol (in tins). ..	3	5	8	27,7
29-33	Tobacco ..	1,2	5,3	6,5	1,19,3
29-34	Provisions ..	4,8	16,2	21,0	3,10,3
29-35	Vegetable oils ..	1,8	2,8	4,6	62,3
29-36	TOTAL LIGHT MERCHANDISE ..	86,0	95,7	182,7	23,69,5
29-37	OTHER COMMODITIES ..	71,8	42,6	114,4	18,77,0
29-38	TOTAL GENERAL MERCHANDISE ..	663,6	280,5	944,1	93,01,3
29-39	Military traffic ..	308,3	66,5	374,8	8,39,1
29-40	Live Stock ..	1,1	2	1,3	37,7
29-41	Railway Materials ..	14,8	2,8	17,6	22,3
29-42	Materials and stores on Revenue Accounts— ..	7,4	62,5	69,9	1,63,5
29-43	Fuel ..	32,8	2,5	35,3	46,6
29-44	General stores and materials ..	..	..	..	..
29-44	TOTAL ..	40,2	65,0	105,2	2,10,1
29-45	TOTAL ALL COMMODITIES ..	1,052,1	437,9	1,490,0	1,05,67,3

Maintenance of Structural Works.

* Includes Rs. 47,822/- for items of expenditure not appearing in this statement.

No. 30.—WORKING EXPENSES—(Contd.)

TABLE B.

Maintenance and Supply of Locomotive Power.

REFERENCE TO ACCOUNTS.		DETAILS.	(a)	(b) Per Engine mile.	(c) Per 1,000 gross ton miles.	(d) Per train mile.	(e) Percentage of total working expenses.
Abstract and minor head.	Sub-head.		Total Amount.	Total engine miles. (2,602,425)	Total gross ton miles. 796,463,967	Total train miles. (2,004,265)	(1,05,83,566)
				Rs.	As.	Rs.	As.
B-I		GENERAL ADMINISTRATION (B.I.-Total).	1,50,489	0·93	0·19	1·20	1·42
II		REPAIRS AND MAINTENANCE.					
	2100	Locomotives—					
		2110. Running repairs	2,80,243	1·72	0·35	2·24	2·65
		2120. Workshop repairs	2,75,060	1·69	0·35	2·19	2·60
		(Outturn from manufacture suspense)					
	2200	Equipment—(Total)	62,414	0·38	0·08	0·50	0·59
	2300	New Minor Works	3,906	0·03	0·00	0·03	0·04
		Total Repairs and Maintenance (B. II-Total) ..	* 8,84,716	5·44	1·11	7·06	8·36
		OPERATING EXPENSES.					
III	3100	Running Staff—(Total)	3,21,091	1·97	0·40	2·56	3·03
	3200	Fuel—(Total)	10,61,358	6·53	1·33	8·47	10·0
	3300	Water	1,04,073	0·64	0·13	0·83	0·98
	3400	Oil, tallow and other stores	57,563	0·35	0·07	0·46	0·55
		Total (3300 and 3400)	1,61,636	0·99	0·20	1·29	1·53
	3500	Payments to other Rys.—(Total) ..	—11,025	—0·07	—0·01	—0·09	—0·10
	3600	Miscellaneous expenses—(Total) ..	20,696	0·13	0·03	0·17	0·19
		Total Operating Expenses (B.III-Total).	15,53,756	9·55	1·95	12·4	14·7
IV		Appropriation to Depreciation Reserve Fund (B.IV-Total)	@ 5,584	0·03	0·01	0·04	0·05
		Total Working Expenses—Abstract B. ..	25,94,545	15·9	3·26	20·7	24·5

* Includes Rs. 1,42,093/- and Rs. 1,21,000/- for items 2500 and 2510 respectively not appearing in this statement.

@ Includes—Replacement and Renewals in respect of Jodhpur Railway (Jodhpur Section) Rs. 926

Appropriation to Depreciation reserve fund in respect of Jodhpur-Hyderabad Rs. 4,658

Railway (British Section) Total Rs. 5,584

No. 30.—Working Expenses.—(Contd).

TABLE C.

Maintenance of Carriage and Wagon Stock.

Reference to Accounts.		Details.	(a)	(b)	(c)	(d)
Abstract and minor head.	Sub-head.		Total amount.	Per 1,000 vehicle miles run by home & foreign vehicles Total vehicle miles (65,694,411)	Per train mile. Total train miles (2,005,592)	Percentage of total working expenses. 1,05,83,566
C-I		GENERAL ADMINISTRATION—(C.I-TOTAL) ..	Rs. 1,29,555	Rs. 1·97	As. 1·03	1·22
II		REPAIRS AND MAINTENANCE.				
	2100	Coaching vehicles—				
		2110. Running repairs	18,503	0·85	0·15	0·17
	2120 and 2130	Workshop repairs—				
		(Outturn from Manufacture Suspense) Passenger Carriages and other Coaching vehicles.	2,14,929	9·92	1·71	2·03
	2200	Rail Cars—Total .. ..	..	..	..	..
	2300	Goods wagons—				
		2310. Running repairs	40,839	0·93	0·33	0·39
		2320. Workshop repairs— (Outturn from Manufacture Suspense) ..	1,56,885	3·56	1·25	1·48
	2400	Payments to and receipts from foreign Railways on account of damage to and deficiencies in interchange stock	—18,691	—0·28	—0·15	—0·18
	2500	Equipment—Total	34,563	0·53	0·28	0·33
	2600	New Minor Works	8,439	0·13	0·07	0·08
		Total Repairs and Maintenance (C. II-Total)	(*) 7,46,634	11·37	5·96	7·05
III		OPERATING EXPENSES.				
	3100	Inspection of running vehicles—Total ..	69,390	1·05	0·55	0·66
	3200	Rail cars—Total .. ..	..	..	..	..
	3300	Payments to other Railways—Total ..	..	..	..	..
	3600	Miscellaneous—Total	9,636	0·15	0·08	0·09
		Total Operating Expenses (C.III-Total) ..	79,026	1·20	0·63	0·75
IV		Appropriation to Depreciation Reserve Fund (C.IV—Total) in respect of Jodhpur-Hyderabad Railway (British Section) ..	—2,404	—0·04	—0·02	—0·02
		TOTAL WORKING EXPENSES—ABSTRACT C ..	9,52,811	14·50	7·60	9·00

(*) Includes Rs. 2,91,167/- for Item 2300 — "Replacement and Renewals expenditure in respect of Darbar, foreign and Provincial worked lines" not appearing in this statement.

			Vehicle miles.
Coaching	..	..	21,666,397
Goods	..	..	44,024,032
Rail Car miles	..	..	3,982
Total	..	..	65,694,411

TABLE D.

Maintenance and Working of Ferry Steamers and Harbours.—Nil.

TABLE E.

Expenses of Traffic Department.

Reference to Accounts		Details	(a)	(b)	(c)
Abstract and minor head	Sub-head		Total Amount	Per train mile Total train miles (2,005,592)	Percentage of Total working expenses. (1,05,83,566)
E-I		GENERAL ADMINISTRATION—(E.I.—TOTAL) ..	Rs. 1,98,426	As. 1.58	1.87
II		REPAIRS AND MAINTENANCE			
	2100	Equipment—Total	26,264	0.21	0.25
		Total Repairs and Maintenance (E. II) ..	26,264	0.21	0.25
III		OPERATING EXPENSES.			
	3100	Pay, Wages and Allowances.—			
		3101. General operating staff, (Inspectors, Canners, etc).—	22,865	0.18	0.21
		3102. Station Staff	4,37,447	3.49	4.13
		3103. Train Staff	75,789	0.61	0.72
		3104. Mileage and Overtime of train staff ..	36,481	0.29	0.34
		3105. Travelling Ticket Examining staff ..	25,745	0.21	0.24
	3200	Stores, Stationery, Forms, etc.—			
		3201. Fires, lights and general stores for stations and Traffic yards ..	36,667	0.29	0.35
		3202. Water and General stores in trains ..	16,804	0.13	0.16
		3203. Clothing	15,561	0.12	0.15
		3204. Stationery, Forms and Tickets ..	81,790	0.65	0.77
	3300	Expenses on handling, collection and delivery of goods—Total	66,982	0.53	0.63
	3400	Expenses at out-agencies	8,346	0.07	0.08
	3500	Payments to other Railways—Total	1,06,845	0.85	1.01
	3600	Conference hire and penalty charges on interchanged stock	55,787	0.45	0.53
	3700	Compensation for goods, etc., lost or damaged ..	18,713	0.15	0.18
	3800	Miscellaneous Expenses—Total	836	0.01	0.01
		Total Operating Expenses (E.III)	* 11,51,583	9.19	10.9
		Total Abstract E	13,76,273	11.0	13.0

* Includes Rs. 1,41,925/- of item 3106 of expenditure not appearing in this statement.

No. 30.—Working Expenses.—(Contd.)

TABLE F.

Expenses of General Departments.

Reference to Accounts		Details	(a)	(b)	(c)
Abstract and minor head	Sub-head		Total amount	Per train mile Total train miles (2,005,592)	Percentage of Total working expenses. (1,05,83,566)
F-I		GENERAL ADMINISTRATION.	Rs.	As.	
1100		London Boards .. .. .	..	..	..
1200		Charges in India for Government supervision, control and audit .. .. .	..	..	..
1300		Agent's and Divisional Superintendent's Offices ..	91,771	0.73	0.86
1400		Accounts and Audit Department	2,33,724	1.87	2.21
1500		Stores Department	1,08,045	0.86	1.02
1600		Cash and Pay Department	13,517	0.11	0.13
1700		Medical Department	33,843	0.27	0.32
1800		Police	71,999	0.57	0.68
1900		Miscellaneous expenses	949	0.01	0.01
		TOTAL GENERAL ADMINISTRATION (F—I) ..	5,53,848	4.42	5.23
II		REPAIRS AND MAINTENANCE.			
2100		Equipment	4,875	0.04	0.05
		TOTAL REPAIRS AND MAINTENANCE (F—II).	4,875	0.04	0.05
		TOTAL ABSTRACT F. ..	5,58,723	4.46	5.28

No. 30.—Working Expenses.—(Contd.)

TABLE G.—Miscellaneous Expenses.

G-I		GENERAL ADMINISTRATION.	Rs.	As.	
1100		Law charges (less costs recovered)	1,210	0.01	0.01
1200		Rents, Rates and Taxes:—			
		1201 and 1202. Rents of buildings and lands—Total	136	0.00	0.00
		1203. Rates and taxes	6,722	0.05	0.06
1300		Contribution to Provident Institution	1,76,933	1.41	1.67
1400		Gratuities	68,456	0.55	0.65
1500		Compensation (other than those included in E. III) ..	5,721	0.05	0.05
1600		Educational grants	3,556	0.03	0.03
1700		Health and welfare service	34,048	0.27	0.32
1800		Publicity expenses	1,119	0.01	0.01
1900		Miscellaneous items :—			
		1910. Fire protection of Railway property	1,36,961	1.09	1.30
		1920. Expenses in connection with the I. R. C.A. ..	5,588	0.05	0.05
		1930. Miscellaneous contributions and grants	4,984	0.04	0.05
		1940. Sundry losses or gains	2,981	0.02	0.03
		TOTAL GENERAL ADMINISTRATION (G—I.) ..	4,33,443*	3.46	4.09
III		OPERATING EXPENSES.			
3100		Indian charges and stores, excluding fuel etc. ..	29,395	0.23	0.28
3200		Catering Department	960	0.01	0.01
3300		Miscellaneous expenses	3,56,852	2.85	3.37
		TOTAL OPERATING EXPENSES (G—III) ..	3,87,207	3.09	3.66
		TOTAL ABSTRACT G. ..	8,20,650	6.55	7.75

* Includes Rs. —14,972/- of item 1950 of expenditure not appearing in this statement.

No. 30.—Working Expenses.—(Contd.)

TABLE H

Expenses of Electrical Department.

Reference to Accounts		Details	(a)	(b)	(c)	(d)
Abstract and minor head	Sub-head		Total Amount	Per 1,000 vehicle miles run by home and foreign vehicles	Per train mile	Percentage of Total working Expenses
				Total vehicle miles (65,694,411)	Total train miles (2,005,592)	(1,05,83,566)
			Rs.	Rs.	As.	
			5,112	0'08	0'04	0'05
H-I		GENERAL ADMINISTRATION —(TOTAL H. I.)				
II	2100	REPAIRS AND MAINTENANCE.				
		Electrical Traction.—				
		2110. Sub-Stations.—				
		(2111) Running Repairs ..	..	..	..	..
		(2112) Workshop Repairs ..	..	..	..	..
		(2113—15) Transmission lines and traction control telephone wires ..	..	..	..	..
		2120. Overhead Equipment.—				
		(2121) Running repairs ..	..	..	..	..
		(2122) Workshop repairs ..	..	..	..	..
		Total (2110 and 2120) ..	..	..	..	..
		2130. Rolling Stock traction equipment.—				
		Running Repairs.				
		2131. Multiple unit stock ..	..	..	..	..
		2132. Electric Locomotive ..	..	..	..	..
		2133. Battery Locomotive ..	..	..	..	..
		Workshop Repairs.				
		2134. Multiple Unit ..	..	..	..	..
		2135. Electric Locomotive ..	..	..	..	..
		2136. Battery Locomotive ..	..	..	..	..
		2140. Body work, under frames, bogies, etc.—				
		(2141) Running repairs ..	..	..	..	..
		(2142) Workshop repairs ..	..	..	..	..
		2150—20. Total other items ..	..	..	..	..
		Total (2100) ..	..	..	..	..
	2200	Electric General Services.—	61,092	0'03	0'49	0'58
		2210. Electric Plant and Equipment ..	..	..	..	..
		2220. Miscellaneous Equipment ..	1,392	0'02	0'01	0'01
		2230. New Minor Works ..	..	..	..	..
		Total (2200) ..	62,484	0'05	0'50	0'59
	2300	Electric Communication Services.—				
		2310. Train Movement Instruments and Apparatus ..	1,11,709	1'70	0'89	1'05
		2320. Communication circuits and Apparatus ..	3,001	0'05	0'02	0'03
		2330. Miscellaneous Equipment ..	139	0'00	0'00	0'00
		2340. New Minor Works ..	553	0'01	0'01	0'00
		Total (2300) ..	1,15,402	1'76	0'92	1'09
		Total repairs and Maintenance (H. II) ..	1,77,886	2'71	1'42	1'68
III	3100	OPERATING EXPENSES.				
		Electric Traction.—				
		3110. Running staff ..	..	..	..	..
		3140. Electric current ..	..	..	..	..
		3150. Examiners, cleaners, oilers, etc. ..	..	..	..	..
		3160. Oil waste and other stores ..	..	..	..	..
		3170. Miscellaneous Expenses ..	..	..	..	..
		Total (3100) ..	..	..	..	..
	3200	General Services.—	1,38,727	2'11	1'11	1'31
		3210. Supply of energy for power and lighting ..	255	0'00	0'00	0'00
		3220. Other operating labour and stores ..	2,333	0'04	0'02	0'02
		3230. Miscellaneous Expenses ..	..	..	..	..
		3240. Deduct cost of energy supplied for works and purposes not chargeable to Revenue ..	-92,657	-1'41	-0'74	-0'87
		Total (3200) ..	48,658	0'74	0'39	0'46
	3300	Communication services.—				
		3310. Train Movement instruments and Apparatus ..	2,906	0'04	0'02	0'03
		3320. Communication circuits and Apparatus ..	44,653	0'68	0'36	0'42
		Total (3310 and 3320) ..	47,559	0'72	0'38	0'45
		3330. Miscellaneous ..	603	0'01	0'00	0'00
		Total (3300) ..	48,162	0'73	0'38	0'45
		Total Operating Expenses (H. III) ..	96,820	1'47	0'77	0'91
IV		Appropriation to Depreciation Reserve Fund (H. IV. Total) ..	..	..	..	..
		TOTAL ORDINARY WORKING EXPENSES—ABSTRACT H.	2,79,818	4'26	2'23	2'64

No. 30.—Working Expenses.—(Concl'd.)

TABLES A To H.

Summary.

Details.	Total Amount.	Percentage of total.	Remarks.
1	2	3	4
	Rs.		
I.—General Administration	17,30,423	16·3	
II.—Repairs and Maintenance	28,25,525	26·7	
III.—Operating expenses	32,68,392	30·9	
IV.—Appropriation to Depreciation Reserve Fund ..	27,59,226*	26·1	
Total ..	1,05,83,566	100·00	

* Includes.—

(i) Rs. 26,38,911/- on account of Replacement and Renewals in respect of Darbar line viz. Jodhpur Railway (Jodhpur Section).

(ii) Rs. 2,22,316/- on account of Appropriation to Depreciation Reserve Fund in respect of Jodhpur—Hyderabad Railway (British Section).

No. 31.—Statement of Oil Consumption.

Item.	Heading.	Number.
	Lubricating oil used on engines (excluding shunting, sidings and departmental)—	
31·01	Total pints—(Passenger and Mixed services)	93,767
31·02	Total pints—(Goods services)	46,547
31·03	Pints per 100 engine miles—(Passenger and Mixed services) ..	6·22
31·04	Pints per 100 engine miles—(Goods services)	6·55
	Lubricating oil used on coaching, goods and departmental vehicles.—	
31·05	Total pints	39,095
31·06	Pints per 1,000 vehicle miles (Passenger and Goods) in terms of 4 —wheelers	0·58

No. 32.—Statement of Electric Multiple Unit Suburban Train Statistics for the year 1942—43.—Nil.

No 33. Statement of Rail Cars (steam propelled and Internal Combustion Engine propelled) performance.

Item	Heading.	Meter Gauge 3'—3½"
	Railway Car performance.	
	(i) Steam propelled.	
33-01	Average authorised stock (in terms of units).	
	(a) Rail cars	
	(b) Trailer Coaches	
33-02	Average number on the line (in terms of units).—	
	(a) Rail Cars	
	(b) Trailer Coaches	
33-03	Mileage performed.—	
	(a) Car miles	
	(b) Trailer Coach miles	
	(c) Total (a + b)	
	(d) Total seat miles (Car and Trailer)	
33-04	Car miles per car day	
	Car failures.—	
33-05	Number	
33-06	Car miles per car failure	
33-07	lbs. of coal consumed per 1,000 seat miles	
	(ii) Internal Combustion Engine Propelled.	
33-08	Average authorised stock (in terms of units).—	
	(a) Rail Cars	
	(b) Trailer Coaches	
33-09	Average number on the line (in terms of units).—	
	(a) Rail Cars	
	(b) Trailer Coaches	
33-10	Mileage performed.—	
	(a) Car miles	
	(b) Trailer Coach miles	
	(c) Total (a + b)	
	(d) Total seat miles (Car and Trailer)	
33-11	Car miles per car day	
	Car failures.—	
33-12	Number	
33-13	Car miles per car failure	
33-14	Gallons of fuel consumed per 1,000 seat miles	

Nil.

1

1

3,982

3,982

47,784

10.9

9.44

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SECTION IV.

Appendices.

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Appendix B.— Details of working of company or State Collieries.—Nil.

Appendix C.— Number & Cost of Staff.

NUMBER ON 31ST MARCH.

Heading.	Indians.														Grand total		Total cost of all staff.						
	Europeans.				Muslims.				Anglo-Indians and Domiciled Europeans.		Sikhs.		Indian Christians.		Parsis.		Other communities.		Total Indians of Europeans & Indians.				
	1942		1943		1942		1943		1942		1943		1942		1943		1942		1942		1943		
	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
1. Open line.—																							
(a) Gazetted Officers.	10	11	14	14	14	2	804	849	1,784	1,930	17	13	84	92	2	1	7	9	8,395	8,547	8,401	8,557	1943
(b) Non-gazetted employees ..	6	6	5,883	5,649	5,649	804	849	1,785	1,931	18	16	14	85	93	2	1	7	9	8,412	8,567	8,428	8,582	1942
Total.	16	17	5,697	5,697	5,654	804	849	1,785	1,931	36	30	28	179	186	4	2	14	18	16,807	17,014	16,829	17,139	1943
2. Construction.—																							
(a) Gazetted Officers.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Non-gazetted employees ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
3. Staff on loan from Indian Audit and Accounts Deptt.—																							
(a) Gazetted Officers.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Non-gazetted employees ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
4. Grand Total.—	10	11	15	15	15	2	804	849	1,784	1,930	17	13	84	92	2	1	7	9	8,395	8,547	8,401	8,557	1943
(a) Gazetted Officers.	6	6	5,883	5,649	5,649	804	849	1,785	1,931	18	16	14	85	93	2	1	7	9	8,413	8,567	8,429	8,582	1942
(b) Non-gazetted employees ..	16	17	5,698	5,654	5,654	804	849	1,785	1,931	36	30	28	179	186	4	2	14	18	16,807	17,014	16,829	17,139	1943
Total.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

* Include the following No. and cost of whole time A.R.P. staff:—

No. .. Rs.9,027/-
Cost ..

APPENDIX D.—(Contd).

TABLE No. 2.—TRAIN ACCIDENTS.

Accidents to Trains, Rolling-Stock and Permanent Way, etc., reported during the year ending with the 31st March 1943, as having occurred on the Jodhpur Railway (open line) distinguishing the different classes of accidents and the number of passengers, railway servants and others killed or injured in each class of accidents.

	Number.			No. of passengers.		No. of servants.		Others.		Total all classes.	
	Accident reported to Local Government under section 83 of the Indian Railways Act 1890 (IX of 1890).	Accidents Enquired into by Government Inspectors.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line.
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line	2	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.
6. Collisions between light engines.	1	..	..	..	..	..	..	..	..
7. Derailments of passenger trains.— (a) Due to trains travelling in the wrong direction through points.	4	..	4	..	..	..	..	..	..	..	..
(b) Other causes
8. Other derailments.— (a) Due to trains travelling in the wrong direction through points.	1	..	..	..	..	..	..	..	..
(b) Other causes
9. Accidents due to failures of engines and rolling stock.— (a) Failures of engines due to faulty design, material or workmanship in the mechanical Department.	1	..	..	..	..	..	..	..	..
(1) Boilers and tubes
(To include all failures when the engine is working a train or when there is serious damage done to property, loss of life or injury, not otherwise).	27	..	..	..	..	..	..	..	..
(2) Machinery, springs, etc.
(To include all failures of engine on trains when the delay to trains is an hour or over. Failures when merely shunting in yards are not to be included).
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff.	2	..	..	..	..	..	..	..	..
(1) Boilers and tubes
(To include all failures when the engine is working a train or when proceeding to work a train or when there is serious damage done to property, loss of life or injury, not otherwise).
Carried Over ..	4	..	38	..	..	..	..	..	..	..	..

TABLE No. 2.—TRAIN ACCIDENTS—(Concluded.)

	Number.			No. of passengers.		No. of servants.		Others.		Total all classes.	
	Accident reported to Local Government under section 83 of the Indian Railways Act 1890 (IX of 1890)	Accidents enquired into by Government Inspectors.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Brought forward ..	4	..	38	..	..	..	..	..	..	..	..
(2) Other causes,	27	..	..	..	..	..	..	..	..
(To include all failures of engine on trains or when proceeding to work a train when the delay to trains is an hour or over—Failures when merely shunting in yards are not to be included).
(c) The failure of tyres,
(d) The failure of wheels,
(e) The failure of axles,
(f) The failure of brake apparatus,
(g) The failure of couplings and draft gear,	22	..	..	..	..	..	..	..	..
(h) Other Rolling Stock failures:—
To include all failures to rolling stock which are not covered by items 9 (a) to 9 (g).											
10. Accidents, due to failure of permanent way, etc:—
(a) Broken rails,
(b) The failure of tunnels, bridges, viaducts, culverts, etc.
(c) The flooding of portions of permanent-way, ..	11	..	11	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments.
11. Accidents due to fire:—
(a) Fire in trains,
(b) Fire at stations, or involving injury to bridges or viaducts.
12. Other accidents:—
(a) Passenger trains travelling in the wrong direction through points but not derailed.
(b) Trains running over cattle on the line.	19	..	..	..	..	..	..	..	..
(c) Train wrecking. (when as a result of wilful obstruction or tampering with the permanent way formation, structure or equipment of a train or portion of a train is derailed or seriously damaged).
(d) Attempted train wrecking.—, when wilful obstruction or tampering with the permanent way, formation, structures or equipment if detected, which if not remedied is likely to have resulted in an accident to a train, but no accident has actually occurred. ..	1	..	1	..	3	..	..	..	..	..	3
(e) Train running into road traffic at level crossing.—(when road vehicles have not been wilfully placed on the tracks so as to bring the accident within either sub-paragraph (c) or (d) above.	1	..	..	..	..	..	..	..	..
(f) Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs (c), (d) & (e) above.—(when such obstructions have not been wilfully placed on the track e.g. fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted or are not likely to have resulted in an accident to a train.	2	..	..	..	..	..	..	..	..
(g) Miscellaneous.	4	..	..	..	..	..	..	..	..
Total ..	16	..	125	..	3	..	..	..	..	..	3

NOTE.—Average No. of persons employed—4,922.

APPENDIX D.—(Contd.)

TABLE No. 3.

Return of persons (a) reported during the year ending with the 31st March 1943, as having been killed or injured on the Jodhpur Railway by accidents in which the movement of vehicles used exclusively upon railways was not concerned.

	NUMBER OF PASSENGERS.		NUMBER OF SERVANTS.		OTHERS.		TOTAL ALL CLASSES.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. While ascending or descending steps at Stations.
2. By being struck by barrows, or by falling over packages, etc., on platform
3. From falling off platforms
4. Whilst loading, unloading or sheeting wagons
5. Whilst moving or carrying goods at stations, etc.
6. Whilst working at cranes or capstans
7. By the falling of wagon doors, lamps, bales of goods, etc.
8. From falling off, or when getting on or off stationary engines or vehicles
9. From falling off platforms, scaffolds, ladders, etc.
10. By stumbling whilst walking on the line or platforms
11. Whilst attending to stationary engines in sheds
12. By being trampled on or kicked by horses
13. Whilst working on the line or in sidings
14. Miscellaneous	1	1	2	..	3	1
Total	1	1	2	..	3	1

(a) See rules 11 and 12 of Railway Board's Notification No. 390-5. T-23 of 29th August, 1923.

APPENDIX D.—(Contd.)

TABLE No. 4.

Return of accidents occurring during the year ending with the 31st March 1943, on the Jodhpur Railway.

N. B.—Accidents entered in Table No. 4 are not to be entered in any other tables of the return.

	Number of accidents.	SERVANTS.		OTHERS.	
		Killed.	Injured.	Killed.	Injured.
1. In railway workshops (slight abrasions or bruises which are incidental to a man's ordinary duties need not be entered)	24	..	24	..	..
2. On new works not opened for traffic .. ..	..	..	..	..	..
3. On lines under construction .. ..	..	..	..	..	..
4. On lines not used for the public carriage of passengers, animals and goods .. ..	..	..	..	..	..
5. The steamers or flats working in connection with the railway .. ..	..	..	..	..	..
Total	24	..	24	..	..

APPENDIX D.—(Concluded)

TABLE No. 5.

Accidents to Railway servants caused by the movement of Trains and Railway vehicles exclusive of Train Accidents classified in respect of primary causes during the year ending with 31st March 1943, on the Jodhpur Railway

CAUSE.	MOVEMENT CASES.			
	Killed.	Percentage.	Injured.	Percentage.
1. Misadventure or accidental	1	100%	3	100%
2. Want of caution or misconduct on the part of the injured person .. ..	..	..	..	..
3. Want of caution or breach of rules, etc., on the part of servants other than the persons injured .. ..	..	..	..	..
4. Defective systems of working, dangerous places, dangerous conditions of work or want of rules or systems of working .. ..	..	..	..	..
5. Defective apparatus, appliances, etc., or want of sufficient appliances, safeguards, etc. .. ..	..	..	..	..
Total	1	100%	3	100%

APPENDIX E.

Statement of rolling stock fitted with automatic brakes, vehicles lighted by gas or Electricity and lower class carriages provided with latrine accommodation on the 31st March, 1943.

Item	Heading.										Number or percentage
1	Gauge	..	..	..	..	..	..	..	..	..	Metre.
2	<i>Locomotives.—</i>										
2'01	Total number on the line	..	..	..	..	..	..	..	..	..	94
2'02	Number fitted with automatic brakes	..	..	..	..	..	..	..	..	..	79
2'03	Percentage of total	..	..	..	..	..	..	..	..	..	84.0
3	<i>Coaching vehicles (including brake-vans used exclusively on passenger service).—</i>										
3'01	Total number	..	..	..	..	..	..	..	..	..	381
3'02	Number braked	..	..	..	..	..	..	..	..	..	348
3'03	Percentage of total	..	..	..	..	..	..	..	..	..	91.3
3'04	Number piped	..	..	..	..	..	..	..	..	..	28
3'05	Percentage of total	..	..	..	..	..	..	..	..	..	7.35
4	<i>Goods vehicles (including brake-vans used indiscriminately on passenger mixed or goods service but excluding cranes and their dummy trucks).—</i>										
4'01	Total number	..	..	..	..	..	..	..	..	..	2,465
4'02	Number braked	..	..	..	..	..	..	..	..	..	447
4'03	Percentage of total	..	..	..	..	..	..	..	..	..	18.1
4'04	Number piped	..	..	..	..	..	..	..	..	..	184
4'05	Percentage of total	..	..	..	..	..	..	..	..	..	7.46
5	<i>Passenger Vehicles —</i>										
5'01	Total number on the line	..	..	..	..	..	..	..	..	..	339
5'02	Number fitted for lighting with gas	..	..	..	..	..	..	..	..	..	..
5'03	Percentage of total	..	..	..	..	..	..	..	..	..	..
5'04	Number fitted for lighting with electricity	..	..	..	..	..	..	..	..	..	335
5'05	Percentage of total	..	..	..	..	..	..	..	..	..	98.8
6	<i>Lower class carriages provided with latrine accommodation.—</i>										
	<i>Intermediate class.—</i>										
6'01	Total number	..	..	..	..	..	..	..	..	..	15
6'02	Number provided with latrine accommodation	..	..	..	..	..	..	..	..	..	15
6'03	Percentage of total	..	..	..	..	..	..	..	..	..	100%
	<i>Third Class.—</i>										
6'04	Total number	..	..	..	..	..	..	..	..	..	93
6'05	Number provided with latrine accommodation	..	..	..	..	..	..	..	..	..	93
6'06	Percentage of total	..	..	..	..	..	..	..	..	..	100%
	<i>Composites containing intermediate or third class accommodation.—</i>										
6'07	Total number	..	..	..	..	..	..	..	..	..	128
6'08	Number provided with latrine accommodation	..	..	..	..	..	..	..	..	..	128
6'09	Percentage of total	..	..	..	..	..	..	..	..	..	100%
6'10	Total number of lower class carriages	..	..	..	..	..	..	..	..	..	234
6'11	Number provided with latrine accommodation	..	..	..	..	..	..	..	..	..	234
6'12	Percentage of total number	..	..	..	..	..	..	..	..	..	100%

Item No. 2'01—No. 94 includes one engine employed for shunting in shops.

Item No. 3'01—Excludes—

(i) State Saloons 5
(ii) Relief or Accident vans 5

Includes—

(i) Officers Saloons Bogie 4
(ii) Officers Saloons 4-wheeled 13
(iii) Inspector's Rest vans 4-wheeled 6
(iv) Driver's Rest vans and welding plant operators' Rest vans. 26

Item No. 3'02—Excludes Relief van Bogie 1

Item No. 3'04—Excludes Relief van 4-wheeled 1

Item No. 4'01—Excludes 1 crane and its Dummy 2

Includes Departmental vehicles—

Water tanks 59
Wheel Van 1
Open and covered wagons 4-wheeled for moving scrap in shops and stores 5
Covered wagon for welding plant 1
Covered wagon for housing Motor Trolleys 6
Low sided open wagons 4-wheeled with tanks 5

Item No. 5'01—Includes Dining Cars Bogie. 4

Item 6'07— Includes 1st and 2nd class forming part of the whole carriage including Inter and 3rd class such as,—

1st, 2nd & Inter class bogie 9
1st, 2nd, Inter and 3rd class bogie 18
2nd and Inter class 4-wheeled 3
2nd, Inter and 3rd class bogie 2

